C 3 9015 00347 220 9
University of Michigan – BUHR

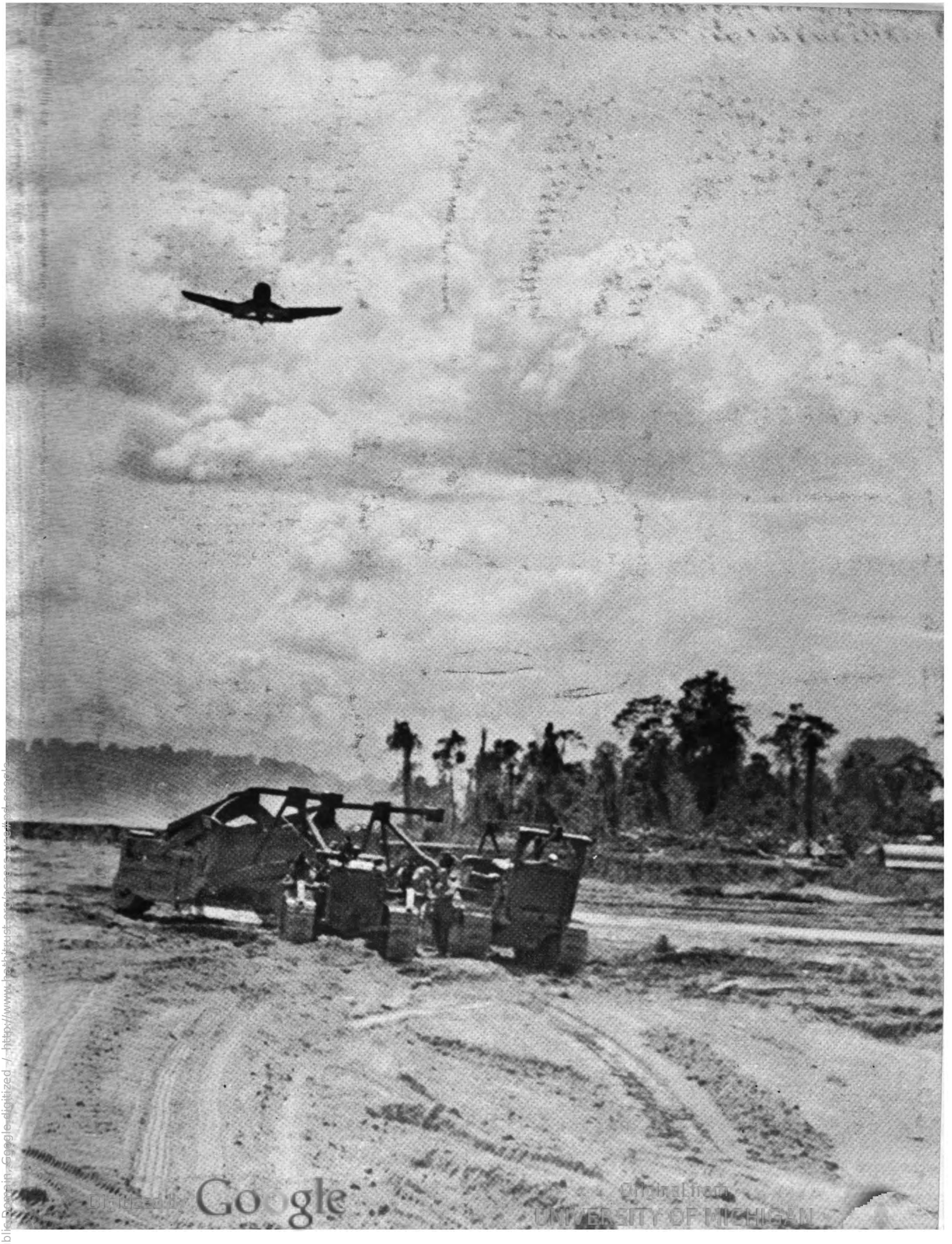


WE DID

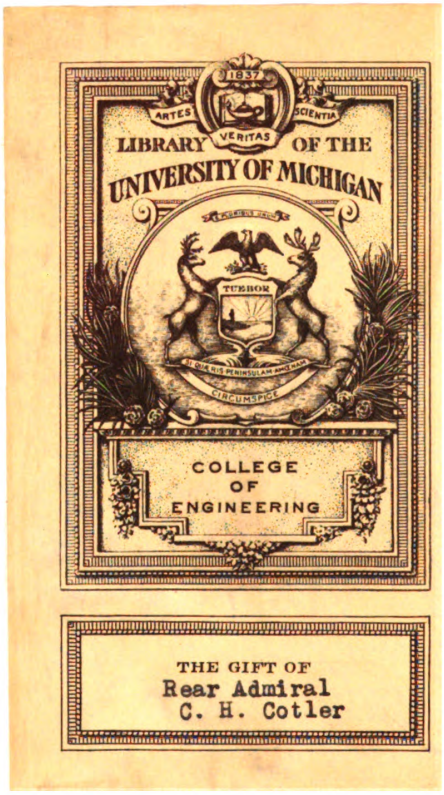
Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

COPYRIGHT 1946 BY
THE 77TH U. S. NAVAL CONSTRUCTION BATTALION

Typography, engravings and printing by
Army & Navy Pictorial Publishers
Army & Navy Publishing Company Building
234 Main Street Baton Rouge, Louisiana

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

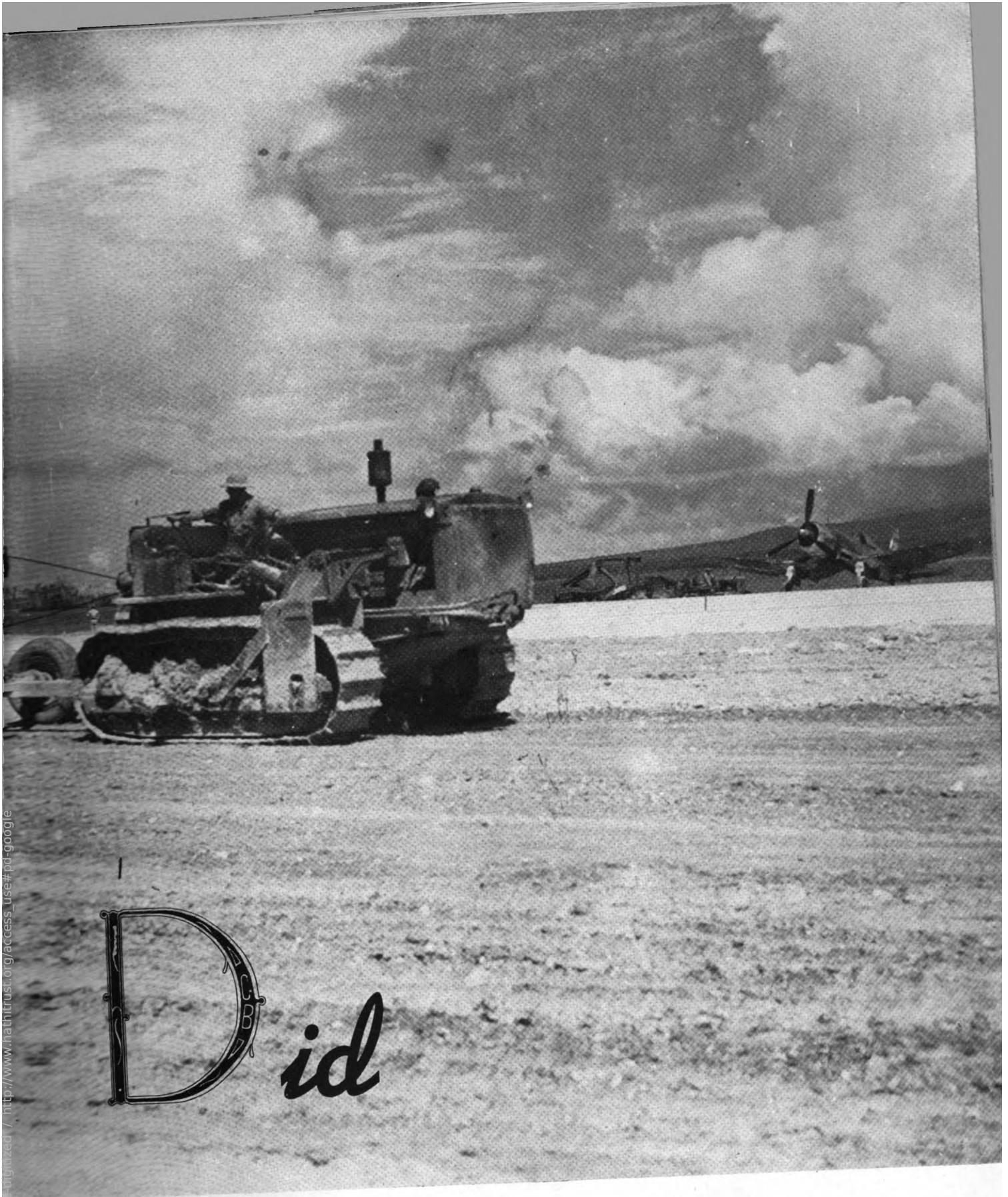




We

THE STORY OF THE

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



I Did

77TH NAVAL CONSTRUCTION BATTALION

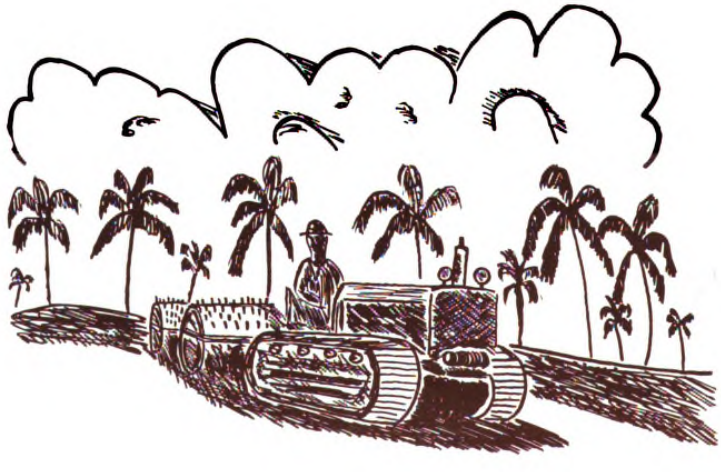
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



We build . . .

D
769.552
.77L
A5





Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Trans. & Stacks
Engineering Library
from
Rear Admiral C. H. Cotter
10-11-46

To understand better the story "We Did", a combat history in words and pictures, we must know of the U. S. Naval Construction Battalions, how they were born, and what their purpose was in a global war, fought to make men walk free.

. . . We fight

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Table of



Digitized by Google
Digitized from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Contents



DEDICATION . . . . . Page 12

BOOK STAFF . . . . . Page 14

MESSAGE FROM THE COMMANDER . . . . . Page 16

MESSAGE FROM THE EXECUTIVE OFFICER . . . Page 18

THE 77TH IN THE STATES . . . . . Page 23

THE 77TH AT SEA . . . . . Page 29

THE 77TH ON GUADALCANAL . . . . . Page 31

THE 77TH AT VELLA LA VELLA . . . . . Page 35

THE 77TH AT BOUGAINVILLE . . . . . Page 53

THE 77TH ON EMIRAU . . . . . Page 87

THE 77TH IN AUSTRALIA . . . . . Page 145

THE 77TH IN THE PHILIPPINES . . . . . Page 171

BATTALION PERSONNEL . . . . . Page 199

DEPARTMENTS . . . . . Page 221

AWARDS TO PERSONNEL OF THE DOUBLE SEVEN . Page 254

BATTALION COMMENDATIONS . . . . . Page 256

THE DOUBLE SEVEN IS INACTIVATED . . . . Page 272

HOME ADDRESSES . . . . . Page 277

Digitized by Google

Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google

The Seabees . . .

The need for construction men under Navy supervision was recognized in 1842, so the Navy created its Civil Engineer Corps, responsible for the building of docks, warehouses, radio stations, and dry docking facilities for the repairing of disabled ships of the fleet. The corps then, and for many years after, was composed of a few officers graduated from Annapolis, who were given an additional three year course at Rensselaer Polytechnic Institute. Because under policies enunciated in the Monroe Doctrine our Navy was considered a defensive weapon, little was done to extend our naval establishments before World War II. As late as 1930 the entire planning and administration program was carried on by 126 officers.

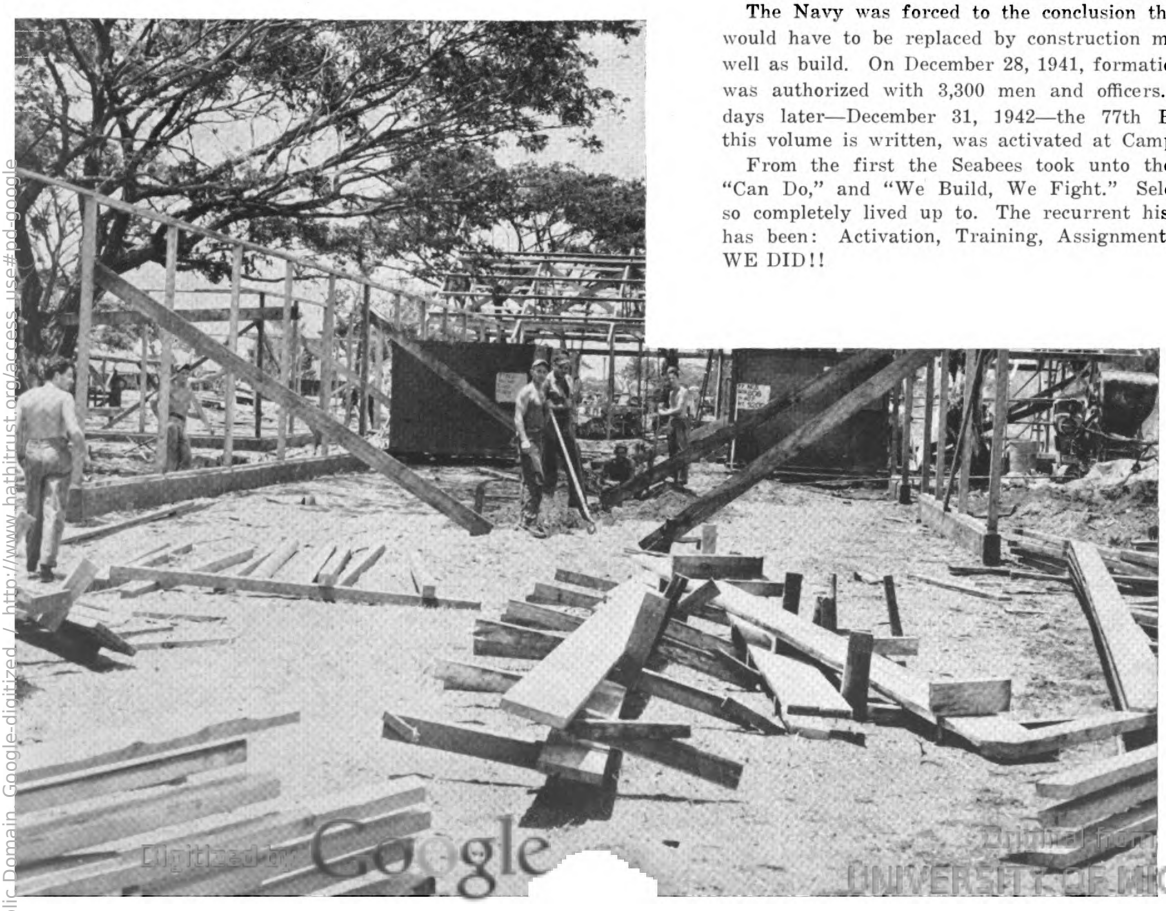
Vice Admiral Ben Moreell, Chief of the Bureau of Yards and Docks, feared the consequences of our policy of marking time, and his cry was "Let's get in, or get out!" By 1941 we had 70,000 civilians at advanced bases. Admiral Moreell had his doubts about using civilians in the forward areas, but as the system then stood, nothing else was possible; CEC officers, being staff officers, could not command Navy personnel. The Admiral wondered what would happen to these workers under a bombing attack. In December 1941, he got his answer. The Japs swarmed onto Guam. Without means of defending themselves, the civilian construction workers were an easy conquest.

Not only did they lack weapons and knowledge of how to use them, they were without the protection given a soldier under International Law. Had they elected to defend themselves by arms, they would have been classed as guerillas and shot. . .

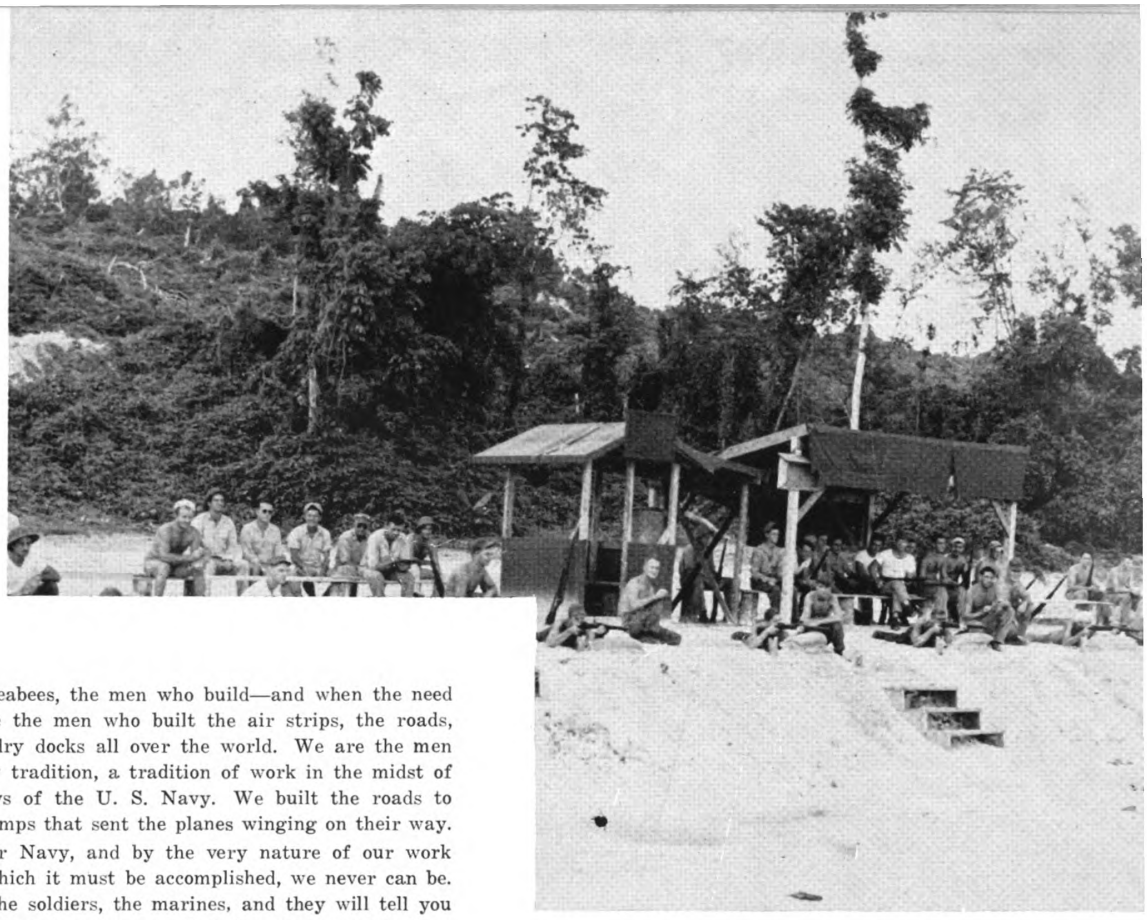
The story was the same at Wake and Cavite.

The Navy was forced to the conclusion that defenseless laborers would have to be replaced by construction men who could fight as well as build. On December 28, 1941, formation of the first regiment was authorized with 3,300 men and officers. One year and three days later—December 31, 1942—the 77th Battalion, about whom this volume is written, was activated at Camp Peary, Va.

From the first the Seabees took unto themselves two mottos—"Can Do," and "We Build, We Fight." Seldom have mottos been so completely lived up to. The recurrent history of each battalion has been: Activation, Training, Assignment, Can You?, Can Do, WE DID!!



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



We then are the Seabees, the men who build—and when the need arises, fight. We are the men who built the air strips, the roads, the tank farms, the dry docks all over the world. We are the men who have built a new tradition, a tradition of work in the midst of war, the Can Do boys of the U. S. Navy. We built the roads to Tokyo and laid the ramps that sent the planes winging on their way.

We are not regular Navy, and by the very nature of our work and the speed with which it must be accomplished, we never can be. But ask the sailors, the soldiers, the marines, and they will tell you that we are their brothers-in-arms, and that they are proud to have fought with us. In our outfits the ship fitters lay concrete, the carpenters mates become electricians, the yeomen dig ditches, and the cooks and messmen lay pierced plank matting—all men do all jobs. When there is work to be done all hands lay to, and only when the job is squared away do we go back to our regular job, or take time off for a beer or a short snort of torpedo juice.

We have met schedules which in 1940 the greatest and the least of us would have called impossible, but those schedules had to be taken in stride—they were a part of the master combat plan, and had we failed in our mission, whole plans of strategy might well have failed. A tank farm had to be completed in seventeen and one half days after D-date, for at that time a tanker which had left the states would arrive, an air strip had to be completed in 21 days, for in 21 days the first plane would come breezing in for a landing. We worked with our hands, with our heads, with our hearts—we worked with tools and without them, we worked on 8, 12, 24 hour shifts—we were construction men in uniform, trained for war with a job to do. WE DID.

Building in a forward area can not be achieved without fighting and many are the tall tales of heroism, all true, which have become a part of the growing Seabee lore—the story of the "Fighting Fortieth" which moved into Los Negros, fought with the army and won a Presidential Unit Citation; the account of Aurelio Tassone, who drove his bulldozer down the ramp of an LST, lifted its blade for

. . . Battling builders

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Can You?

protection and leveled a Jap pillbox, burying its 12 occupants alive; and of course how Leslie E. Sammons of the 77th brought in a Jap whom he flushed out while uprooting cocoanut trees with a bulldozer. The Jap soldier had been hiding in a tree top when the dozer took him out. As he hit the ground Sammons charged him with a monkey wrench. The Jap meekly gave up. . . . We Build, We Fight!

And Seabee ingenuity, what of that? We made bull fiddles out of oil drums, violins out of native mahogany on Guadalcanal, sight-seeing boats out of sunken barges; drove piles without pile drivers, built bridges before our equipment could get to us. On Bougainville, although bombed 60 times by the Japs, Seabees on their own time rigged up an ice cream factory which supplied 30 gallons of the world's best ice cream to these fighting builders. Perhaps these examples seem trivial in the light of the substantial contributions to total victory which the Seabees have made, but they reveal the spirit of the men. How are you going to discount men who can go through 60 bombings and come out making ice cream?

We are famous now, this group begun so few years ago—famous for our work, famous for our fights, famous for our ability to make something out of nothing, but we are famous for other things, too, not the least of which is our CHOW. Many are the Marines and soldiers who have come to Seabee mess halls for a hot meal. The 77th never sat down to a meal without at least one guest. Some of these were famous, many more were just GI's on the line who could do with something hot inside. The 77th Welcome Mat was always out, not one meal chit was ever issued to one of these guests.

So it went for four long arduous years, move up, move in, build up, roll down, clear out, haul dirt, tamp strips, lay mats, move cut, start again. The pattern has been set, the die cast. The Seabees are in, in to stay, in as a part of the fighting team of the United States. Construction men in uniform, trained to build by years of experience, trained to fight by Uncle Sam, ready to turn Can Do into We Did whenever and wherever the need for construction engineers is greatest. And now for the story of the 77th, one of the best of the many which fought and built in World War II.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Can do...



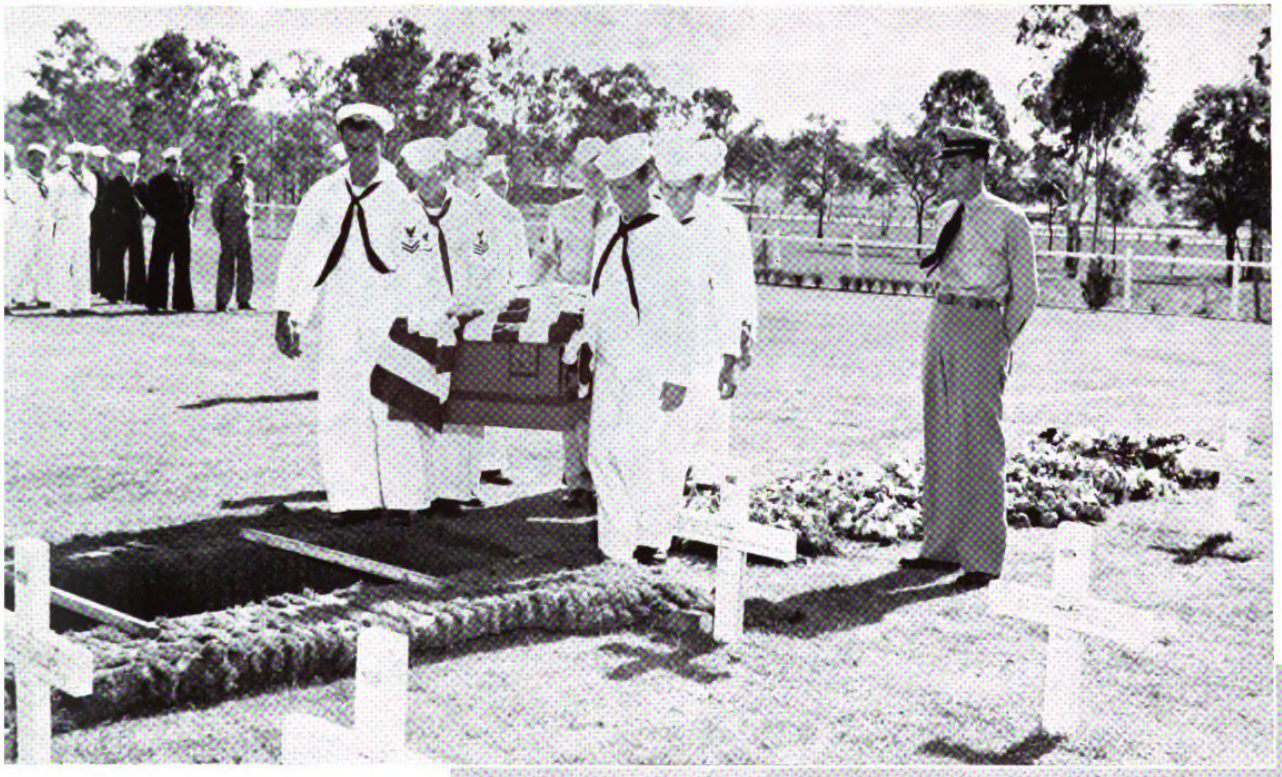
We did !!

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

To the last full





Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

measure

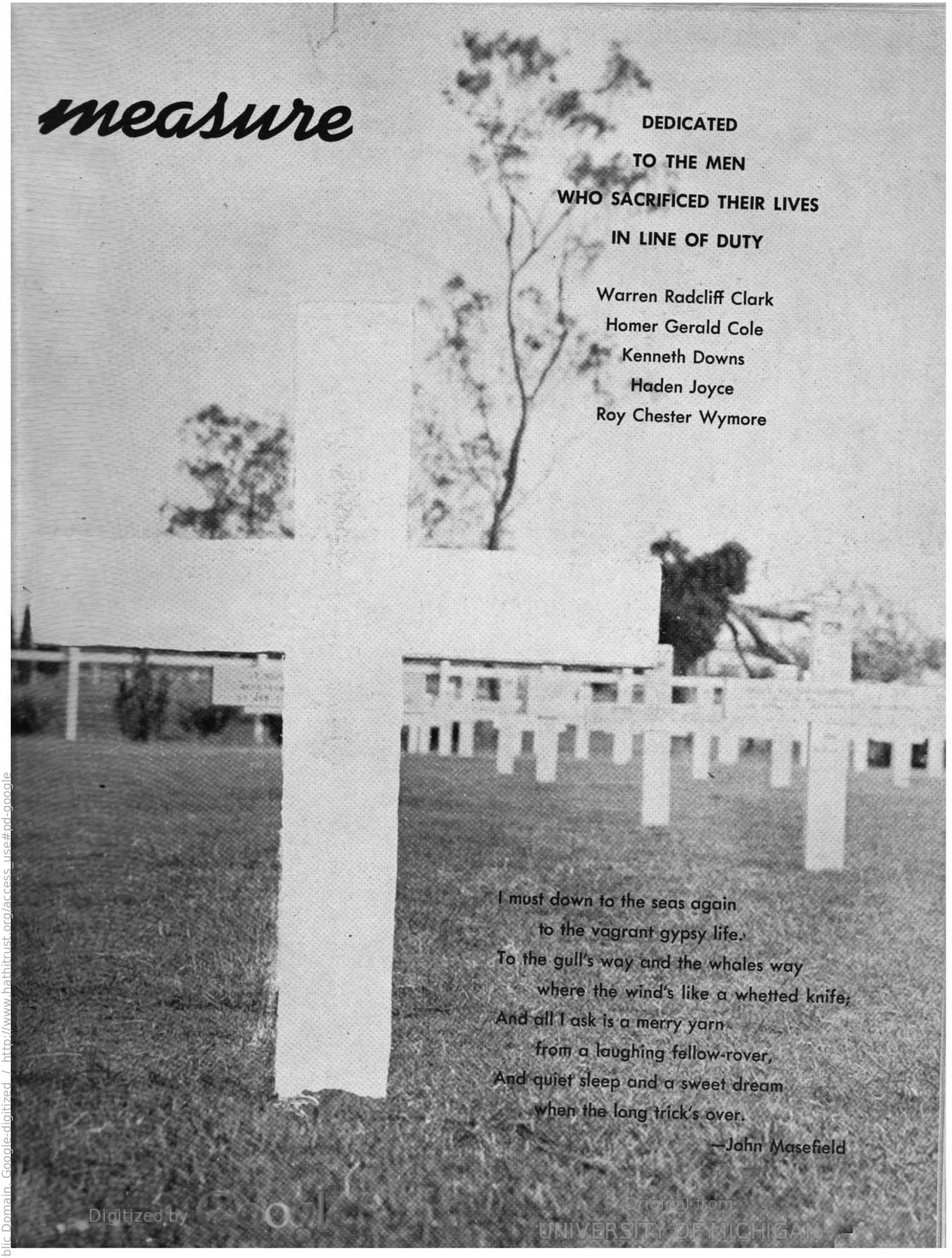
DEDICATED

TO THE MEN

WHO SACRIFICED THEIR LIVES

IN LINE OF DUTY

Warren Radcliff Clark
Homer Gerald Cole
Kenneth Downs
Haden Joyce
Roy Chester Wymore



I must down to the seas again
to the vagrant gypsy life.
To the gull's way and the whales way
where the wind's like a whetted knife;
And all I ask is a merry yarn
from a laughing fellow-rover,
And quiet sleep and a sweet dream
when the long trick's over.

—John Masefield

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

OFFICER IN CHARGE

C. T. WENDE, Comdr., C.E.C.

★

EXECUTIVE OFFICER

C. E. DUNCAN, Comdr., C.E.C.

★

PUBLISHING COMMITTEE

CHARLES E. DUNCAN, Lieut. Comdr., C.E.C.

SIDNEY MANK, Lieut., C.E.C.

GEORGE A. DANDO, Lieut., C.E.C.

★

CONTRIBUTORS

John G. Clark

John DePaoli

Joseph P. Haddock

Roland L. Jau

Carl R. Kane

Henry A. Smith

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

We did Digitized by Google

Original from UNIVERSITY OF MICHIGAN

EDITORIAL STAFF

THOMAS A. CEPLIKAS . . . . . Editor

MERLE A. RHODES . . . . . Assistant Editor

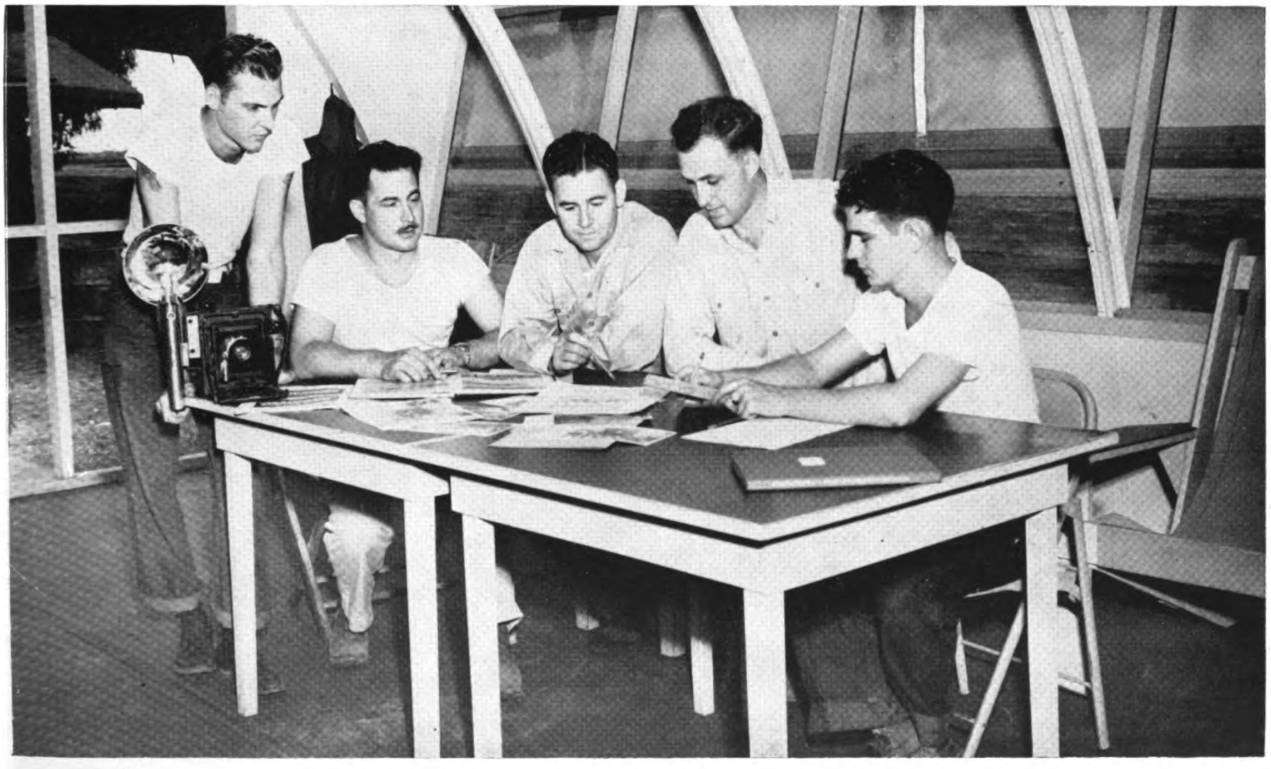
JOSEPH D. WAGNER . . . . . Assistant Editor

TALBERT B. PREUIT . . . . . Assistant Editor

JACK D. McKINNEY . . . . . Photographer

FLOYD P. CARYL . . . . . Artist

★



Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

A message from the



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Commander

We Did! To me this is more than a title. It is an actuality and a symbol of your accomplishments.

As I look back over the record, I feel fortunate and honored to have served as your leader. No other construction battalion has been privileged to work at so many well-known places — historic Guadalcanal with Henderson Field and Kokumbona Beach, Juno River and Ruravai at Vella Lavella, Empress Augusta Bay with Piva Air Strip at Bougainville, Emirau with Hamburg Bay, Australia, and finally Corregidor, Cavite and Sangley Point in the Philippines. At each of these places your work and accomplishments contributed materially to the downfall of our enemy. To you belongs a full measure of the victory attained.

You have all done a splendid job, surmounting all obstacles, while performing miracles of construction which played such an important role in our air operations and forward movements.

Let us all pay a silent tribute to those men who gave their lives in the performance of their duty and thank God for His guidance and protection.

With justifiable pride in your achievements and outstanding performances, I tender my deepest appreciation to each and every one of you, and extend best wishes for your continued well-being and success.

C. T. WENDE

C. T. Wende

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

A message from the



Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Executive Officer

Peace has come once more to the world. A full share of the honor and gratitude for the victory which made peace possible belongs to our battalion. Starting with the initial offensive at Guadalcanal, the battalion participated in constructing one of the greatest projects in history, "The Road to Tokyo."

The job was difficult and the cost was great. Some were left along that road, having given their lives in full devotion to duty, while many others were stamped with indelible everlasting wounds, both physical and mental.

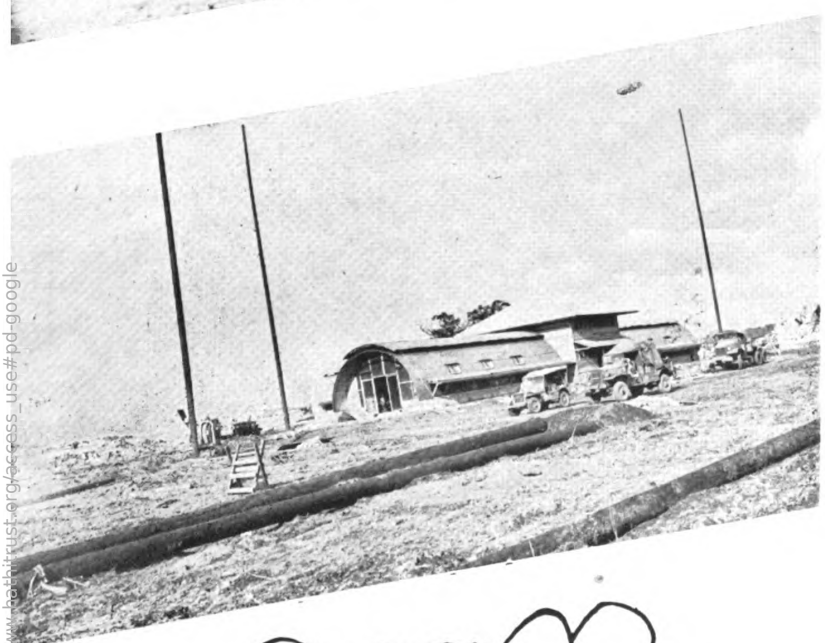
It was with a deep sense of pride and satisfaction that I served as your executive officer during the greater part of our colorful and memorable tour of duty in the war-swept islands of the Pacific. The cooperation of each of you in carrying out the details of these operations resulted in a record of achievements which will remain a classic in the history of the Seabees.

Charles E. Duncan

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Itinerary of







31 Dec. 1942—Formed at NCTC, Camp Peary, Williamsburg, Va.

31 Mar. 1943—Transferred to NCTC, Davisville, R. I.

1 Apr. 1943—Arrived NCTC, Davisville, R. I.

24 May 1943—Departed NCTC, Davisville.

30 May 1943—Arrived ABD, Port Hueneme, Calif.

2 Aug. 1943—Departed ABD, Port Hueneme, for overseas.

3 Sept. 1943—Arrived Guadalcanal.

23 Sept. 1943—First Echelon consisting of six officers and 314 men departed Guadalcanal.

25 Sept. 1943—First Echelon arrived Vella La Vella.

29 Sept. 1943—Second Echelon (main body) consisting of 19 officers and 690 men departed Guadalcanal. Rear Echelon of three officers and 29 men remained at Guadalcanal.

1 Oct. 1943—Second Echelon (main body) arrived Vella La Vella.

7 Nov. 1943—Third Echelon consisting of 18 men departed Guadalcanal. (This included men who were evacuated and returned.)

10 Nov. 1943—Third Echelon arrived Vella La Vella.

8 Dec. 1943—First Echelon (main body) consisting of 23 officers and 886 men departed Vella La Vella. Second Echelon consisting of one officer and 65 men remained at Vella La Vella.

10 Dec. 1943—First Echelon (main body) arrived Bougainville.

17 Jan. 1944—Second Echelon consisting of one officer and 60 men departed Vella La Vella. Third Echelon consisting of five men remained at Vella La Vella.

19 Jan. 1944—Second Echelon arrived Bougainville.

16 Feb. 1944—Third Echelon departed Vella La Vella.

18 Feb. 1944—Third Echelon arrived Bougainville.

27 Mar. 1944—Rear Echelon consisting of two officers and 22 men departed Guadalcanal.

29 Mar. 1944—Rear Echelon arrived Bougainville.

11 Apr. 1944—Entire Battalion departed Bougainville.

14 Apr. 1944—Entire Battalion arrived Emirau.

16 Dec. 1944—Forward Echelon (main body) consisting of 27 officers and 810 men departed Emirau. Rear Echelon of two officers and 101 men remained at Emirau.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

the 77th NCB

22 Dec. 1944—Forward Echelon (main body) arrived Brisbane, Australia.

4 Apr. 1945—First Echelon consisting of two officers and two men departed Brisbane.

8 Apr. 1945—First Echelon arrived Sangley Point (Cavite, P. I.)

17 Apr. 1945—Second Echelon consisting of eight men departed Brisbane.

23 Apr. 1945—Second Echelon arrived Sangley Point.

24 Apr. 1945—The Officer-in-Charge, Comdr. C. T. Wende, departed Brisbane.

25 Apr. 1945—Rear Echelon departed Emirau.

25 Apr. 1945—Comdr. C. T. Wende arrived Sangley Point.

2 May 1945—Rear Echelon arrived Brisbane.

13 May 1945—Third Echelon consisting of one officer and 60 men departed Brisbane.

15 May 1945—Fourth Echelon (main body) consisting of 15 officers and 590 men departed Brisbane. Rear Echelon consisting of four officers and 201 men remained Brisbane.

15 May 1945—Third Echelon arrived Sangley Point.

21 May 1945—Two Echelons, Fifth and Sixth respectively, disembarked from ship at Milne Bay to fly to Sangley Pt.; consisting of one officer and 30 men each. Fourth Echelon (main body), then consisting of 13 officers and 530 men remained aboard ship enroute to Sangley Point.

27 May 1945—Fifth Echelon departed Milne Bay.

29 May 1945—Fifth Echelon arrived Sangley Point.

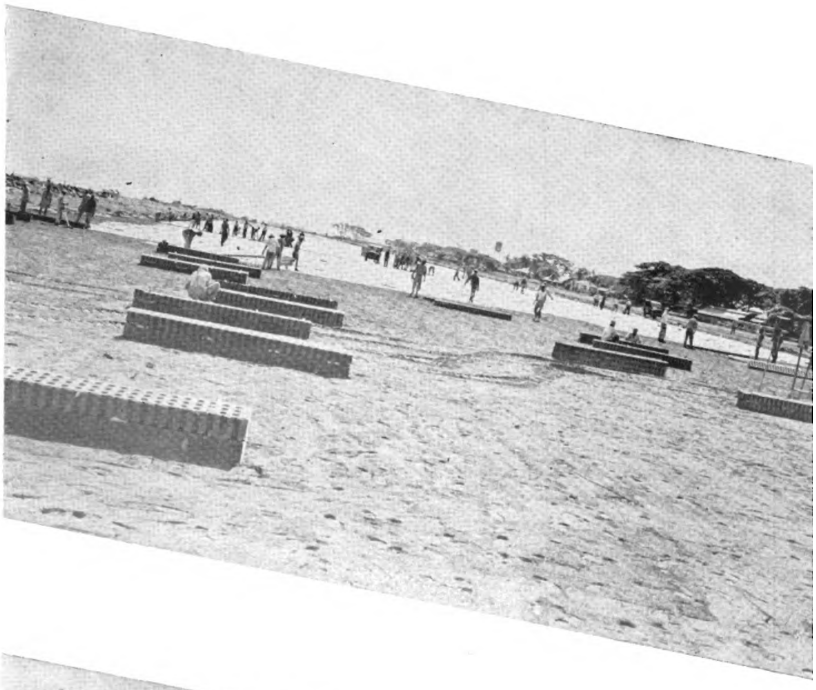
3 June 1945—Sixth Echelon departed Milne Bay.

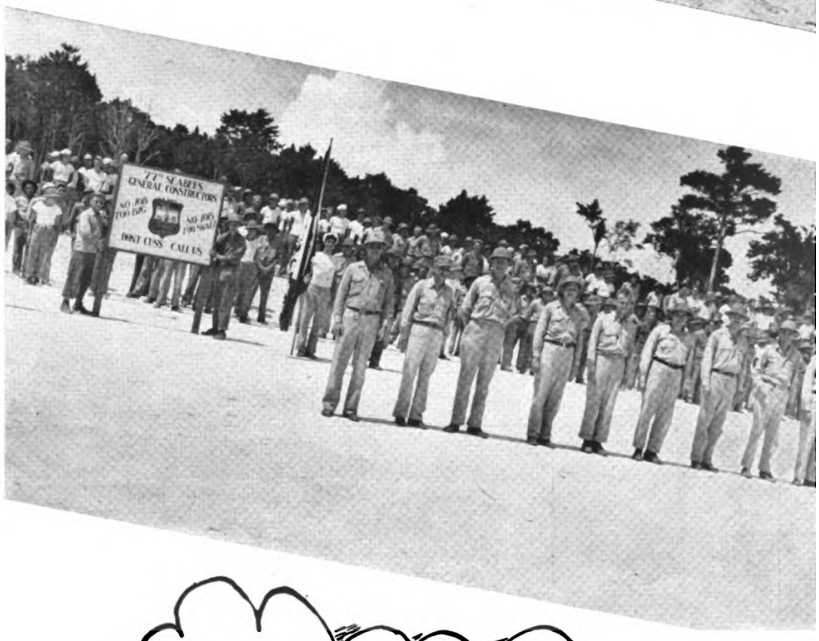
5 June 1945—Sixth Echelon arrived Sangley Point.

13 June 1945—Fourth Echelon (main body) arrived Sangley Point.

7 July 1945—First flight of Rear Echelon left Brisbane. Movement of Rear Echelon, consisting of four officers and 169 men, was made by air in 11 flights.

6 Aug. 1945—Flight eleven of the Rear Echelon arrived Sangley Point.

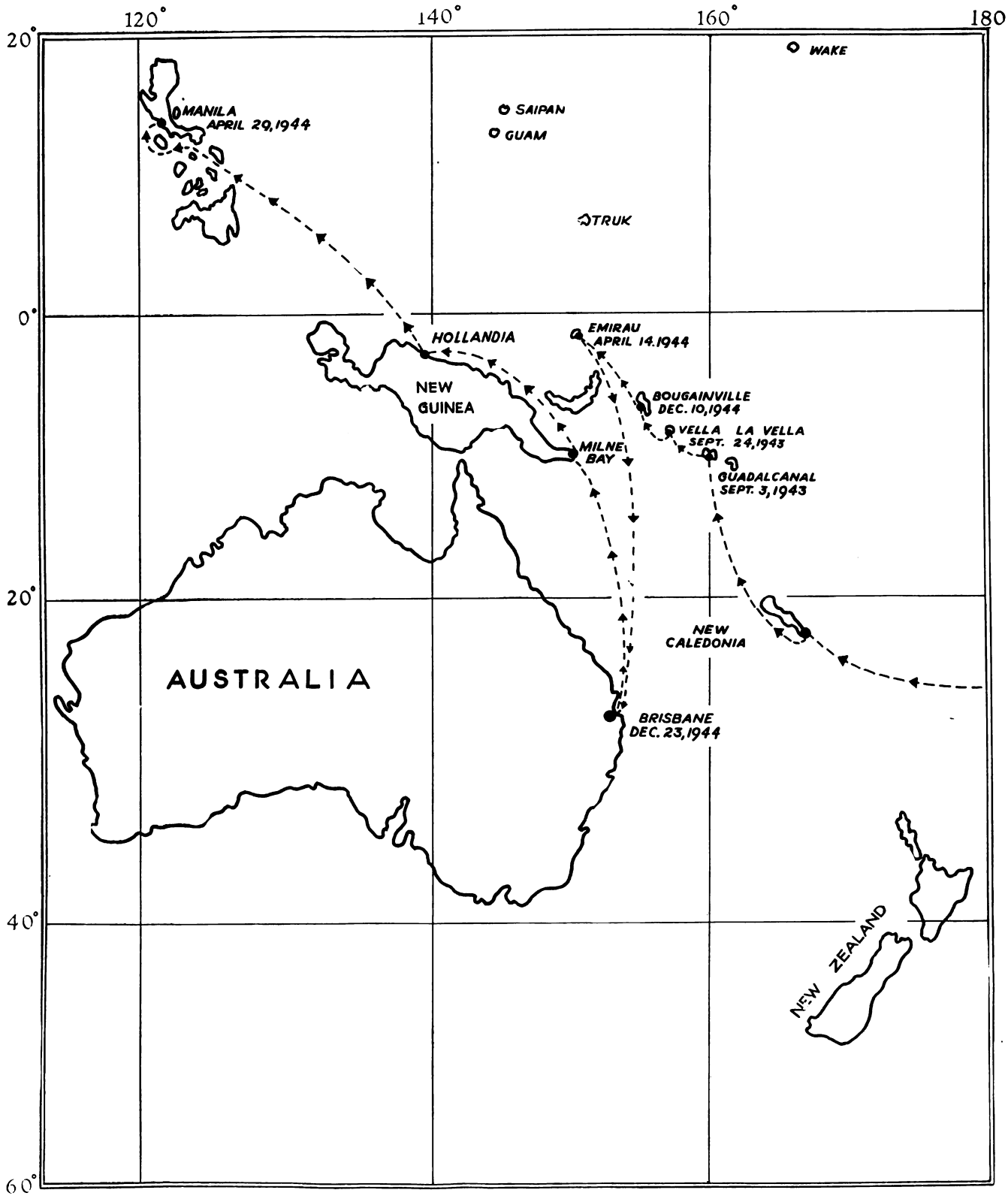






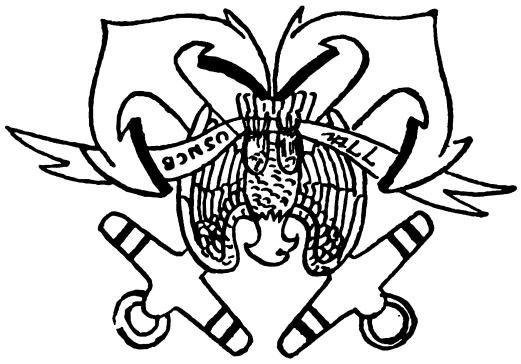
Digitized by Google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



77TH NAVAL CONSTRUCTION BATTALION

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



THE 77TH IN THE STATES

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Flag Presentation at Camp Endicott

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Dedication ceremonies at Camp Endicott

As bells were ringing out the old year, 1942, the 77th U. S. Naval Construction Battalion was originated at Camp Peary, Williambsurg, Va. The Battalion complement was 28 officers and 1,200 enlisted men. It took no more than the end of the week of Navy life to convince us we were not at Williamsburg to see the sights or go whistling through a war. We were there to learn the grim business of waging war. We were learning the best methods of destruction so that we could proceed with construction. The speed with which we received our physical examinations, clothing, gear, haircuts, and those unforgettable shots with the square needle amazed us. Little did we know of the life that was in store for us for the next weeks—no, months that developed into years.

Life at Peary was not easy as we went through that All-American torture period prescribed for a "Boot's" first three months in the Navy. Close order drill, extended order drill, instruction in the use of weapons, military manners, camp details; and the wet, cold climate with the oozy, slimy mist that was Camp Peary, soon had the mates in tip-top shape and ready for advanced military training.

On March 31, 1943 the battalion shoved off for Camp Endicott, Davisville, R. I., and arrived in the early hours of a windy morning, tired, but squared away for the tasks that lay ahead. While there we had the honor of participating in the dedication ceremonies of Camp Endicott. And then, finally, before a vast crowd of onlookers who had gathered on the parade ground for the special occasion, the 77th was officially commissioned and we received our standards. We had learned much, and because he felt that we would best indicate the caliber of training Seabees were receiving, the base commander chose us as the battalion to be reviewed by a group of high Navy and Congressional leaders the

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

week after our commissioning. This was the first of many honors for the officers and men of the 77th.

The advanced military training program drew rapidly to a close as we moved into the last week of May in 1943, and preparations were in order for our shipment to Port Hueneme, Calif., our embarkation point for new worlds to conquer and rebuild. We looked forward to the trip. "California, Here We Come"—the "Golden land of opportunity" was to be ours for a while!

We arrived, how and by what route was a military secret. Some of the mates traveled in practically all the states in the Union, but we finally arrived after only a full week. "The lost platoon" of Company B made history when it missed the train and was left stranded in one of the small towns of Illinois. An alert train conductor discovered the loss in time, the train was stopped, backed into the station, and a lot of "Yes, Sir," "No, Sir," "No excuse, Sir" was saved.

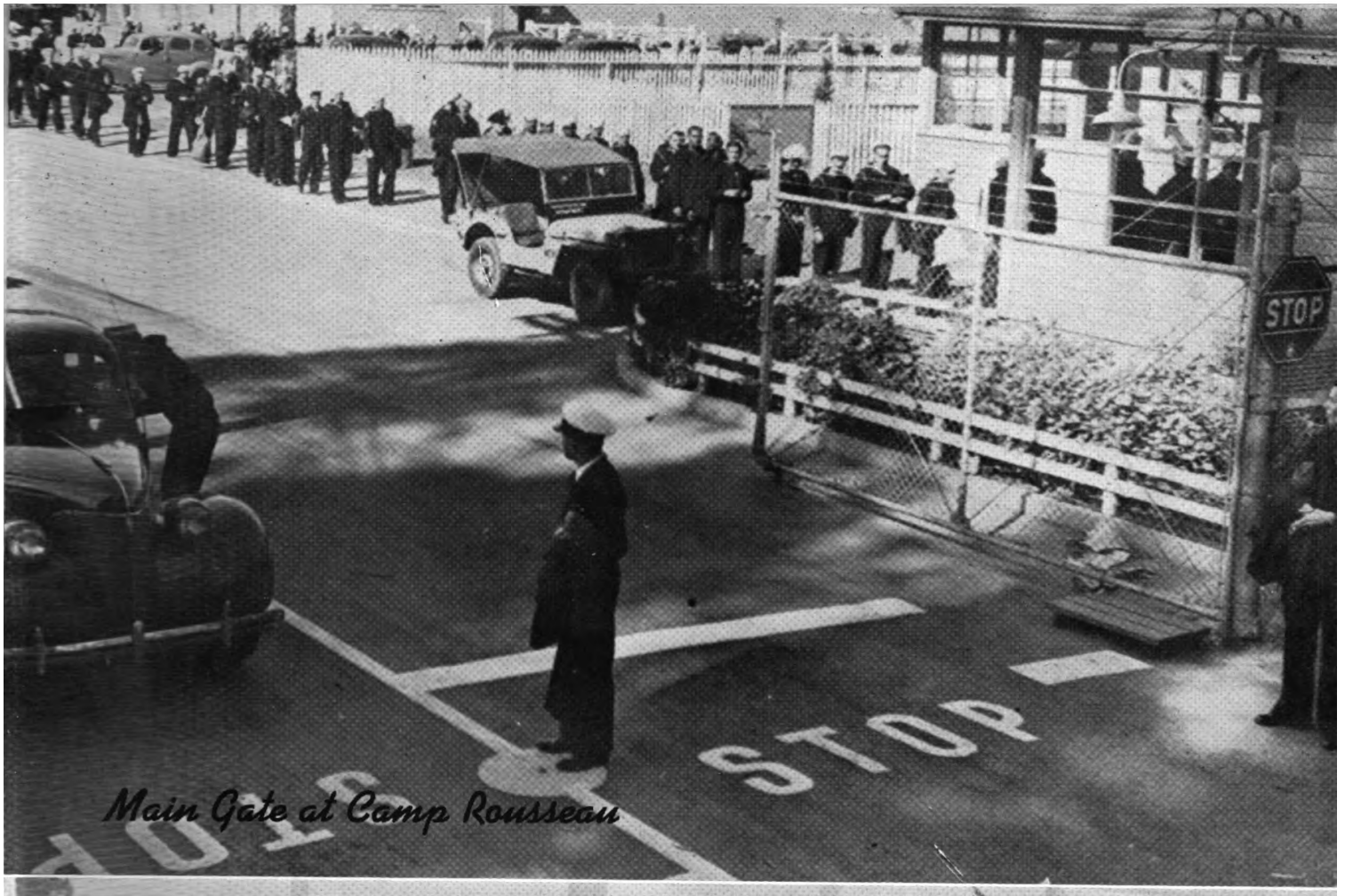
California didn't offer as many opportunities as the Mates had planned for. We were too busy. Military training, schools, procurement of supplies and equipment occupied most of our hours, and we were not given time to speculate on how soon we would be shoving off for the work ahead.

By the end of July 1943, the scuttlebutt began to fly: We would be sailing within the coming week. It proved right (for a wonder)! On August 2 we said farewell to old and new loved ones, boarded ship, and took a long loving look at sunny California. That evening our ship lifted anchor and quietly slipped out into the vast blue Pacific. The time had come and we were on our way to Island X. There was much sweat and labor ahead, and many months of hard fighting and hard building before we were to ship back to the USA.

Eyes Right



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Main Gate at Camp Rousseau

"Where Boy Meets Girl" at Camp Rousseau

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized. http://www.hathitrust.org/access_use#pd-google



Embarkation

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

THE 77TH AT SEA

On the Sea, on the Sea, on the Beautiful Sea. . . . But, Mate, most of us didn't find it too beautiful those first nights and days afloat. We were sick, but good. That was one period when the Seabees were as tame as kittens and as unwilling to eat as a baby after two bottles of milk. However, everything ends, and so did our bout with mal de mer. Once we got used to being swayed, we ate, but ravenously. The skipper quit worrying that we wouldn't be worth much when we arrived at—well wherever it was we were going.

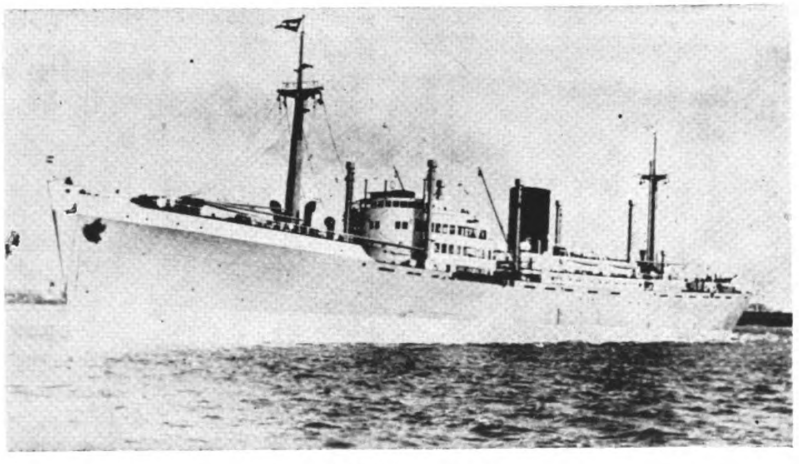
Our days did not lag. Most of us had never seen the ocean, and each day brought new experiences. Just before dusk each evening our orchestra, full of talented mates, kept us highly entertained. Then there were the bridge games and poker games ad infinitum—the rich got richer and the poor. . .

At night the ship was completely blacked out above deck, and for the first time we experienced the luminous wonder of phosporescent water. At times the entire surface of the water around the ship was lighted with marine life. When lights were out in the wash rooms, the sea water glowed and shimmered in the wash bowls. Mate, you can laugh now, but did you ever expect an enemy submarine to come in sight at any minute and then see a whale go by—good fun after its over, but we landlubber sailors laughed out of the other sides of our mouths when it happened that first trip out.

155 degrees Longitude, West. Ask one of the 77th mates and they'll tell you that that's the point at which, on August 10th, we crossed the equator. Oh happy day, happy place, now we could become Shellbacks, full-fledged members of the domain of Neptunus Rex. No longer would we be lowly Pollywogs.

The initiation ceremonies began early. Amidship a throne was erected and occupied by King Neptune (in person) and his lovely bride. Old Neptune looked as if he had been called but couldn't go—dead for years and just too tired to lie down. The bride was the last thing in pin-ups, with her yellow rope hair, her flopping breasts, and legs which one can find only on a knob-kneed Duncan Phyfe table. This handsome, loving couple presided at the ceremonies. They were accompanied by their bouncing baby boy, the fattest man on the ship, draped in a diaper. Davey Jones, the other member of the royal court sat at the king's right.

A judge and jury tried each case, very formally. King Neptune appointed the prosecuting attorney, and we had a special attorney appointed to defend



U.S.S. Weltervreden

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

us (to no avail). Our lawyer was a dandy—he more often helped the prosecution! Approved apparel for appearance before the court consisted of shorts. We found, after several of the mates had tried it, that to attempt a pair of dungarees was most distasteful to the King, and instead of easing the wear and tear, only hurt us more in the end.

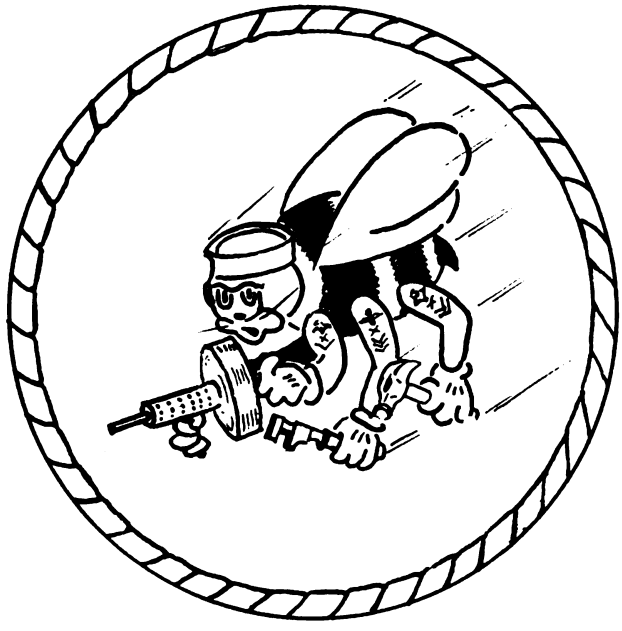
Each man appeared with his summons before the court for being a Pollywog. The sentences varied, but the favorite was "The Works," as the jury so blandly put it.

"The Works" meant a long ordeal. The first step was to make the King's baby laugh by kissing him on the rump. As we stooped over to carry out this command, the paddles descended on our rears. If the kiss didn't tickle enough to make Baby titter, over we went again to repeat the procedure.

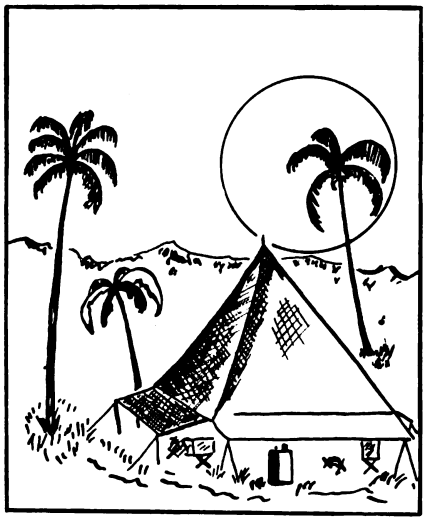
Each Pollywog had to be examined by the King's personal physician. While the tongue was held out, a tongue depressor piled high with horseradish mixed with a vile concoction was placed in the mouth. This morsel we were forced to swallow. During the physical we were given an overall coating of gentian violet by the doctor's assistants (selected, we think, for their ability to wield a hefty paint brush).

Next came the stockade and the brig, where we were liberally saturated with the nectar of Neptune's realm—water to you, mate. Released from the brig, we were met by a mild-looking fellow, the King's barber. On the way our fannies were again toasted with paddlies. The barber placed us in his chair and proceeded to shear our heads—quite frantically. At the same time, the barber's assistant applied lather, made of flour, to our face with a four-inch stucco brush. Just as soon as the barber finished, the chair was tilted backward and we landed in a tank of water five feet deep. Each time we came up we were ducked. But all was not over, for the paddles, ever ready, made coming out of that tank an ordeal not to be forgotten. At one time the ceremony was delayed when one of the officers lost his false teeth in the tank. Fortunately, they were retrieved by our salvage divers.

And so we became Shellbacks. It took several days to wash off the paint and several months for the shorn locks to grow back, but we took it in stride, and, in the tradition of Neptune's realm we were acclaimed true and loyal sons.



Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN



THE 77TH ON GUADALCANAL

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

3 September 1943 . . . a date not to be forgotten by the men of the 77th Battalion. 3 September, arrived, Guadalcanal. The name itself was portentous, it had leaped at us from newspaper headlines for months; we had pored over the stories of fierce sea battles that had raged off these shores and the bloody struggles of our marine comrades in arms to secure this unheard of piece of land, Guadalcanal the first great name on the bloody road back—and now we were there.

To be sure, we had stopped at Noumea, New Caledonia, but only for a brief pause enroute. We needed that pause. We had left Hueneme on August 2nd with Lt. Commander L. F. Hammond in charge, and we had come the whole way on the Dutch Freighter, Weltevreden, making her maiden voyage as a transport. Thirty-one days at sea is no mean voyage, and we were ready to get ashore.

GUADALCANAL! Magic Name! Work lay ashore, and we were ready for it, mate. HENDERSON FIELD, airfield that the Japs had built, only to be forced off and see American aircraft taking off laden with flaming death for their brothers. We stood on deck straining our eyes to see through the darkness . . . we were below gathering our field packs, sweating, grumbling, swearing as someone stepped on a hand or a foot . . . finally getting squared away and getting back on deck.

Through the milky dawn, we could see a coastline blanketed in wooly green with mountainous terrain inland. As the ship nosed into shallower waters, details of the coast became more clear. It was a green blanket of palm fronds with the trunks of coconut trees for supports. We could now make out a road along the beach with military traffic moving on its inexorable way. The diesels stopped. Anchors dropped, their chains clattering out of the chain lockers. The 77th had arrived!

After 31 days at sea the time spent waiting for the 6th Special Battalion to come out and ferry us ashore seemed interminable. Except for a few members of the personnel detailed to remain aboard, we hit the beach with Acorn 11, our fellow passengers.

This was KOKUMBONA BEACH; we knew it as MAGGOT BEACH, so named because of the countless bloated Jap corpses bobbing in this surf and on the sands. It was the site of the last stand the Japs made on Guadal, the scene of one of the most bloody struggles in the SOLOMONS. Maggot Beach stank from rotting human flesh. Later our bulldozers, working along the beach, were to turn up decomposing bodies that had been ground down into the sand. Cool breezes coming across the beach often were laden with the odor of death. That's one of the things the combat soldier in the forward areas doesn't forget, and can't describe—we were being initiated to the smell of war.

The scene ashore was confusion. Supplies finally began to trickle in from our ship and were being hustled along to the compound. Water was procured. The cooks set up a galley of sorts and prepared to feed the hungry mob. Our first meal, however, was necessarily C rations.

On Guadalcanal Beach



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Tents could not be brought ashore that night, so each of us broke open his field pack, found a mate, buttoned the two shelter halves together and set up light housekeeping. The coconut grove in which we bivouacked was pocked with abandoned foxholes and the ground was strewn with spilled, unfired ammunition, American and Japanese. When darkness came to halt the work, we sauntered over to the adjacent Marine camp for some fresh scuttlebutt. From these veterans we learned that the red-tipped cartridges were tracers that fitted our Springfields. Fourth of July on the third of September—we fouled up the MAA's sleep as we fired the tracers. This new form of diversion soon wore off (or the shells gave out).

D plus one we set up our 16 by 16 pyramid tents according to camp layout. Foxholes had to be filled in, our predecessors had dug them in the wrong places for our purposes; new ones had to be dug. One group of the Acorn men accidentally dug into what had evidently been a Japanese officer's cache. They discovered two seabags and a box containing clothing, starred helmet, bayonet, two pistols, medical supplies, radio, batteries, and binoculars. That did it. Our private treasure hunt was on.

By this time the work of unloading the Sea Bass was on in earnest. Day and night the barges shuttled between the beach and the ship. Trucks dug their way through the sand between the beach and the compound. 'Dozers were set to work repairing the unpaved trails and ramps as fast as the trucks ground them up; swing cranes were picking up and spitting out supplies at either end of the trail; generators were set humming all night providing power for the flood lights at beach and compound, stopping only for "Washing Machine Charlie's" warning wail and starting again as soon as the "all clear" came. The 77th had started work—we were on the road to Tokyo.

Did you ever see a good sized freighter unloaded? You can hardly believe so much can come out of one. We worked around the clock (with no time and a half), we worked hard, and we worked 24 hours getting our supplies off the Sea Bass, but the official report had this to say when we had completed the work: "Our tonnage unloaded September ninth established a new high for one ship for naval units staging at Guadalcanal."

Problem one was met and solved with typical Seabee Can Do spirit. The beach road passed through our camp, and traffic on it promised to snarl up our unloading operations. We fixed that, and quickly, by cutting a road around back of our camp, between the jungle and the grove we occupied, allowing traffic to by-pass us.

The jungle beyond this back road was interesting—too interesting. Guards were posted within sight of one another along this road to keep any stray Japs from infiltrating into our camp, and to keep souvenir hunters and couriosity-consumed bees of the 77th from trying to infiltrate the jungle. In this tangled mass of vegetation were a thousand abandoned Jap bivouacs, foxholes, and lair-like hiding places beneath the roots of trees, Jap gunpowder covered with hungry ants, blasted and burned-out tanks and trucks, Jap mess gear from which you could cut out the engraved lettering for a souvenir bracelet, Jap canteens and helmets, shallow graves where wild boars had rooted up the bones, Jap skulls bleached white, bangalore torpedoes, land mines, booby trap detonators, flares, and countless yards of thin, spaghetti-sized Japanese telephone wire. We were told to keep out of there. A few days before a Marine patrol had found two American bodies back in the hills. Who? We couldn't tell. They'd been decapitated. We stayed out.

And then we met the natives. Every morning they would file down our back road on their way from the village to the bush. Each adult carried a long knife. Pa was at the head of the procession, followed by the women, then the older children, then the youngsters. When they came back, around noon, each carried bananas or a bundle of edible leaves or roots on his head. As they passed one of us they "smiled big" waved, and said, "Hello" or "good morning." You got that "good morning" at any time of the day. The chief of the village spoke understandable English, but most of the villagers got by with only the two greetings.

The native village, on the road about a hundred yards north of our camp, had a few thatched-roof huts built of poles covered with leaves gathered in the bush and secured with thorns. Set on a knoll worn bare and hard packed by the tread of the natives' unshod feet, it was surrounded by unkempt patches of yams, pineapples, and whatever else edible they had tucked away in that green confusion. Here they lived—slept, ate, and sat down to wait for Americans to come and buy souvenirs or trade. They were always in the market for pipes or musical instruments.

The chief had a large can well stuffed with American dollars. One of the mates asked him what he was going to do with so much money. "Someday," he said, "American Captain open big store here. Then I buy many things for my people."

We had noticed from the very first that these natives were different from any dark-skinned race we had ever seen. In answer to our questions, the Chief told us that they were "Melanesians." Being Melanesian is something deeper than speaking a like language or have the same mores and folkways. It was a part of their build, their features, the way they walked, and in their composite personalities.

They were lovably simple. One of them who had come from his village "two days away" approached the guard on the back road, thrust out his arm with a battered wrist watch strapped on it and asked, "You make watch walk?"

On opening the back the mechanism was found full of mud and water. The guard replaced the back and handed it back to the native, saying, "Too much water . . . Too much dirt . . . Watch never walk again."

The black man strapped on the watch, shook his head mournfully and said: "Bad deal, bad deal!" and walked on.

There was enough novelty in their appearance to capture our attention. They were a shiny jet black and they stood proudly erect. They walked with the grace of people who have never been touched by barbaric modes of dress developed by western culture. Many of the men bleached their tight-curled black hair with lime juice, turning it blonde. The women were close-shorn. Most proud males had their faces tatooed. They loved bright colored combs, and as many as could find them

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

wore them proudly, in their hair. Almost all wore something around their necks—a string of shark teeth, a shell necklace, cross and chain—the sign of western missionaries—or a G. I. dog tag. The adults, men and women alike wore loin cloths. while the children wore no clothing at all. In their village they slept on folding canvas cots, picked up at abandoned camps and they carried water in battered G. I. buckets.

We were at Guadalcanal a scant month, yet a great deal was accomplished. We stopped there mainly for staging purposes. In addition to the work of unloading the Sea Bass and preparing for the expedition to VELLA LA VELLA, we helped considerably in building up the island. Our men can feel proud that they had a part in the building of Henderson Field. We had several details at work on facilities there through a good many raids to which this field was being subjected nightly at that time. We had a road building job at DOMO COVE near SAVO ISLAND, just below POINT ESPERANCE. This locality was fairly saturated with some 40,000 Japs who were the first to splash up against the rising tide of American might. It was off these shores that America had lost three cruisers and Australia lost the Canberra in an historic sea fight.

We did have fun at Guadalcanal. The band, under the direction of Wilbert Klein, provided some priceless entertainment. They would pile into a truck in the evening near the new Ship's Service and play numbers we had danced to and sung so recently in the States. Some evenings a part of the band would get together in one of the company streets for a jam session and a crowd would soon surround them. As an organization the band played for the MOB 8 show and for the patients at MOB 8 Hospital. They put on a special show for the casualties from the first wave of the Vella La Vella Expedition. And they made us all sing, and forget that this was a pin point on an island, thousands of miles from the Stork Club or the Blue Moon or the Dew Drop Inn.

The 'Canal was a land of firsts for us. First work overseas, first outdoor movie in the rain, first acquaintance with the friendly little green lizards (probably the truest aborigines of the Solomon Islands). First Chapel—We set it up, our first overseas chapel, and Chaplain Goff of the 77th and Chaplain Rice of Acorn 11 officiated at Protestant and Catholic Divine services respectively. It was a 20 by 50 hospital tent set high with the side walls flared out, pitched near the water where it was cool. The front of the tent was decorated with green palm fronds and we sat facing the sea. A field organ was used in the services, and a good choir was organized with the help of J. W. Raffensperger. Who is to say that this chapel was not the scene of greater and more devout worship than any of us had previously experienced?

Here we built our first mess hall—don't think we didn't want THAT first—good chow makes good soldiers.

Here, for the first time, we saw planes shot down. It was an epic night, that night when those seven planes came over to raid Henderson Field. We sat near our foxholes to watch the show, ever ready to dive below ground if the action came too close. We saw the red flash of the flak shells bursting in the sky, the fiery streak of tracers reaching up into the night, and, then, like a comet, a Jap plane bursting into flame and spinning down into the sea. The silver fingers of the searchlights sweeping back and forth through the blackness feeling, probing for another—finding him—holding him in the clear crossed beams of light like a tiny, shining cross, and then, suddenly, the decisive show of tracers spitting across the sky and finding the target and then the scream of the dying ship hurtling to its death.

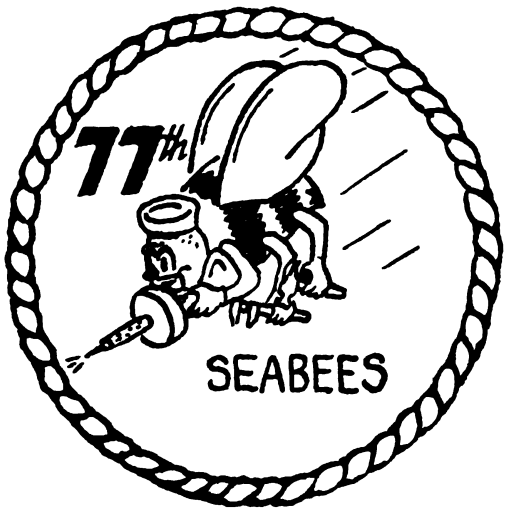
Lieutenant John Miegs, Army Air Force pilot from New York City, was up that night in a P-38. He brought down two of the seven planes and the AA batteries accounted for two more. A few days later Lt. Miegs came to our camp and told us how it felt "up there" first hand. When we found out, later, that Lt. Miegs had been killed in a crash over Bougainville we felt that we had lost a "mate."

But none of these firsts has so fresh a memory for us as that first bomb! On the 19th of September the tropical night was like a picture in a travelogue—clear and moonlit—and perfect for bombing. The hum of Washing Machine Charlie broke out. We had become used to air alerts. Only a few got up and headed for the foxhole, most of us were reluctant to leave the comfort of our cots. Then we heard that sibilant swoosh of a falling bomb. Matey, we went for those holes! Mosquito bars, tent stakes, and our best friends were obstructions too inconsequential for consideration in the mad rush to get below ground. "WHOOMP!" The bomb found earth a few feet offshore. Sharpnel tore through the tents, but no one was hit; however, in the morning there was a long line of foxhole casualties at the sick bay waiting to have barked shins and skinned noses patched up.

Yes, Guadalcanal was the first, but at this point we realize that here we received an indoctrination to battle which no stateside lecture could possibly have achieved. We were ready to push on.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



THE 77TH AT VELLA LA VELLA

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



"A" Hospital Area

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Hospital Sign

Working in an area cleared of Japs was finished —for awhile at least. We were headed for VELLA LA VELLA. On 23 September, 20 days after we had landed on Guadalcanal, the first wave for Vella La Vella was ready. Our equipment and supplies were loaded aboard two LSTs, and at 0400 of the 24th the men of the 77th shoved off.

The purpose of this expedition, carefully planned, was to build roads, bridges, hospitals, and bivouac areas for Marine forces and set up saw mills on the island. Consider the position of Vella La Vella and the difficulty of this task becomes more painfully clear.

KOLOMBANGARA, an island approximately 10 miles to the northwest was occupied by an estimated 10,000 Japs. CHOISEUL, 20 miles northwest, was in Japanese hands, as was the nearby island of GIZA. At that time BOUGAINVILLE, and its outlying islands in the Solomons, was a Nipponese stronghold of about 60,000 and the notorious Jap airdromes of KAHILI, BUNA and a Bougainville strip were within 30 minutes flying distance. All told, there were 30 enemy airfields nearby in full operation. The infamous Tokyo Express was making six or eight runs nightly through this region. Our own fighter strip on Vella was not to be in operation to give us protection for another month. On Vella La Vella, within six miles of the points where we landed and set up our camp, there were 600 to 800 well-equipped Japs. When we landed, they were being harassed by a small detachment of New Zealanders. The precariousness of our position is attested to by the fact that the 300 Seabees in this first wave were given 500 Marines for protection.

Within three hours after beaching at virgin landing points, the two LSTs carrying 77th personnel were bombed and strafed. One suffered two direct hits and eventually burned beyond usefulness while our men continued to unload her. There were over 75 casualties in this action of whom 25 died. The 77th merited its first Purple Hearts this day.

Fortunately, most of our men were at the beach instead of on the ship when the bombs fell. An

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Setting foundation blocks for hospital



Laying deck

attack a few minutes earlier or later could have meant a heavy toll of lives. A few minutes difference could have meant that the 77th chow line would have stood on the very section of the deck that was pierced by a bomb. The five bombers that wrought this havoc were eventualy brought down.

We are privileged to take the following excerpts from Lieutenant Clark's report on the First Wave:

"The convoy, which included LST 167 and 484, left Guadalcanal at 0400, 24 September 1943, arrived in Vella Gulf the next morning.

"LST 167 hit beach at RURAVAI about 0730 on opposite of bay to planned landing. A very successful landing at slow speed onto the coral shelf was made. Twenty minutes after beaching, the first 'cat' was run out. Ramps were built and access roads to dispersal areas were started, trucks rolling off within 25 minutes after landing of 'cats.'

"A motorized detachment of New Zealanders using about 10 trucks proved to be a valuable factor in speeding up the unloading.

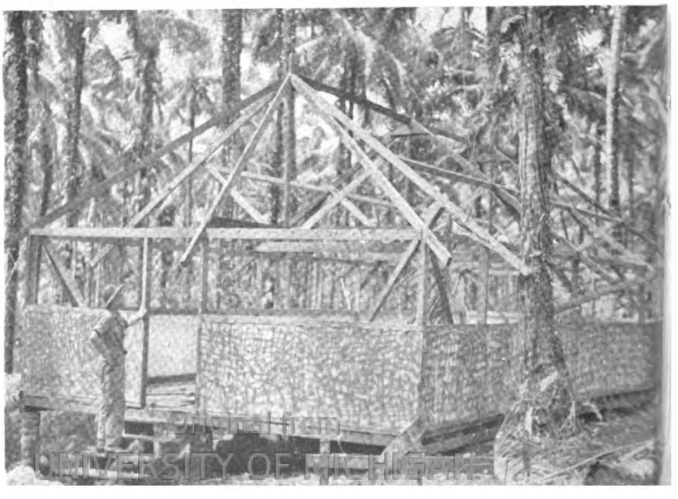
"A light upset in continuity of unloading was occasioned by an air-raid alarm about 0930 which proved of no importance. The slight confusion was dissipated quickly.

"At the JUNO RIVER landing, LST 484 occasioned considerable delay through a minor beaching on a reef. Finally, a poor landing was made. The LST landed in such shallow water that a ramp approximately 200 feet had to be constructed.

"At the Ruravai unloading, work was progressing rapidly. Suddenly, at about 1100 an air-raid warning was sounded, followed by an attack by an estimated flight of five Jap planes. The gun crews went into action immediately and shot down two of the attacking planes. However, two bombs hit LST 167, one the forward port corner of the bridge and the other forward. There were many casualties. Lt. M. J. Korns carried out his work for over an hour with only the services of his corpsmen. His efforts were heroic. A call for medical aid was responded to as soon as possible and medicos from LST 484, LST 168, New Zealander's Hospital, and Marine forces arrived in time to give valuable aid. The 77th Battalion had only three men injured.

"After the confusion arising from the vicious attack had been put under control, all hands set to making camp, which included setting up tents, getting adequate water suppy, making foxholes, helped by bulldozers and draglines. During the night, the camp was kept in a nervous state by

Ready for tarpaulins



Digitized by Google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Excavation for underground surgery

several air raid warnings and one bombing during the early morning. The ship burned all night making a clear target. Our situation was further accentuated by continuous explosions of munitions on board LST 167.

"During the early morning of the 26th of September, we moved down to the vicinity of Juno River. We struck camp immediately and rebuilt at Juno, incorporating the two landing parties into one camp. The Marine units set up their camps surrounding ours on a prearranged plan.

"By the 27th, all work was in some form of progress, including road crews, bridge crews, lumbering gang, four LST landings, a temporary bridge across Juno River to allow for crossing of four 90-mm. AA guns placed at Naravaii. During the next few days crews and equipment were loaned to both Marine and Army units to facilitate in building gun emplacements and camp roads.

"The road construction was in full progress by the fourth day. A continuous line of new duties was added until the balance of the battalion arrived. A fine working morale was built up in spite of nightly alarms, both from air attack and adjacent sea battles. A rugged but efficient camp was established, due in large credit to Lieutenant S. Mank, whose tireless energy allowed for a very efficient construction organization as well."

The 77th proved itself prepared to overcome battle emergencies by the manner in which they handled the chaos resultant from the attack. The Ship's Company personnel was badly disorganized by their losses and the Marines were busy ashore setting up defenses, so responsibility was laid squarely on the Bees. A few of the many heroic actions of our men have been officially recognized by citations and bronze stars. Undoubtedly there were many other unrecognized instances, and of unheralded heroism. During that first hectic week the First Wave had started all projects outlined in the original orders in spite of the loss of much material and most of the food supplies.

During the expedition to Vella our government employed Mr. Gill, an Australian planter, to accompany the 77th. This man was the owner of the largest coconut plantation on Vella and also the Lambeti Plantation, now famous in the story of the South Pacific because it is the site of the original landing of the Marines when they captured the strategic airfield on Munda. Mr. Gill's 30 years' experience on the islands fitted him for his duties as guide, advisor, and liaison agent.

Framing underground surgery



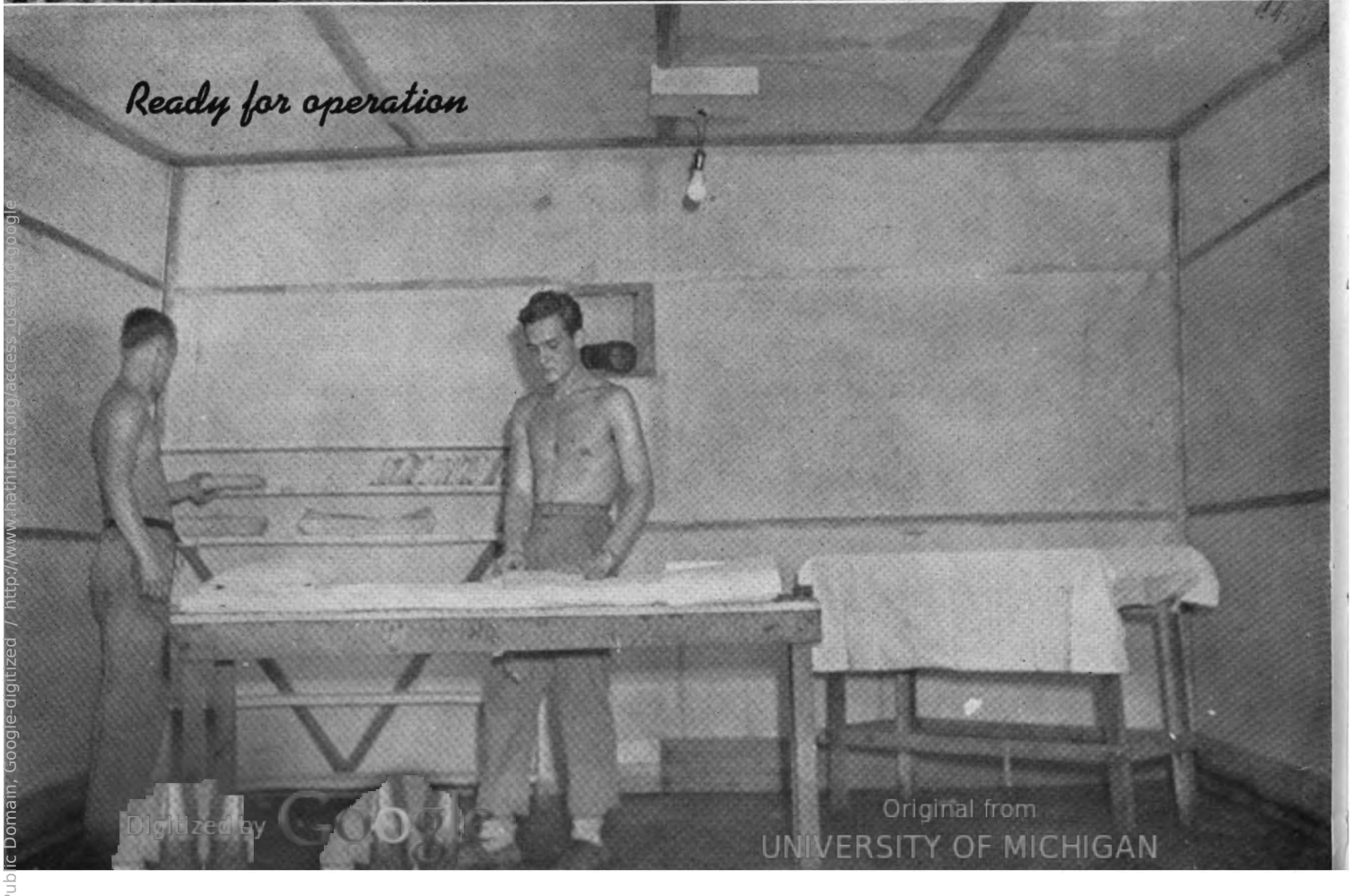
Interior underground surgery



Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google

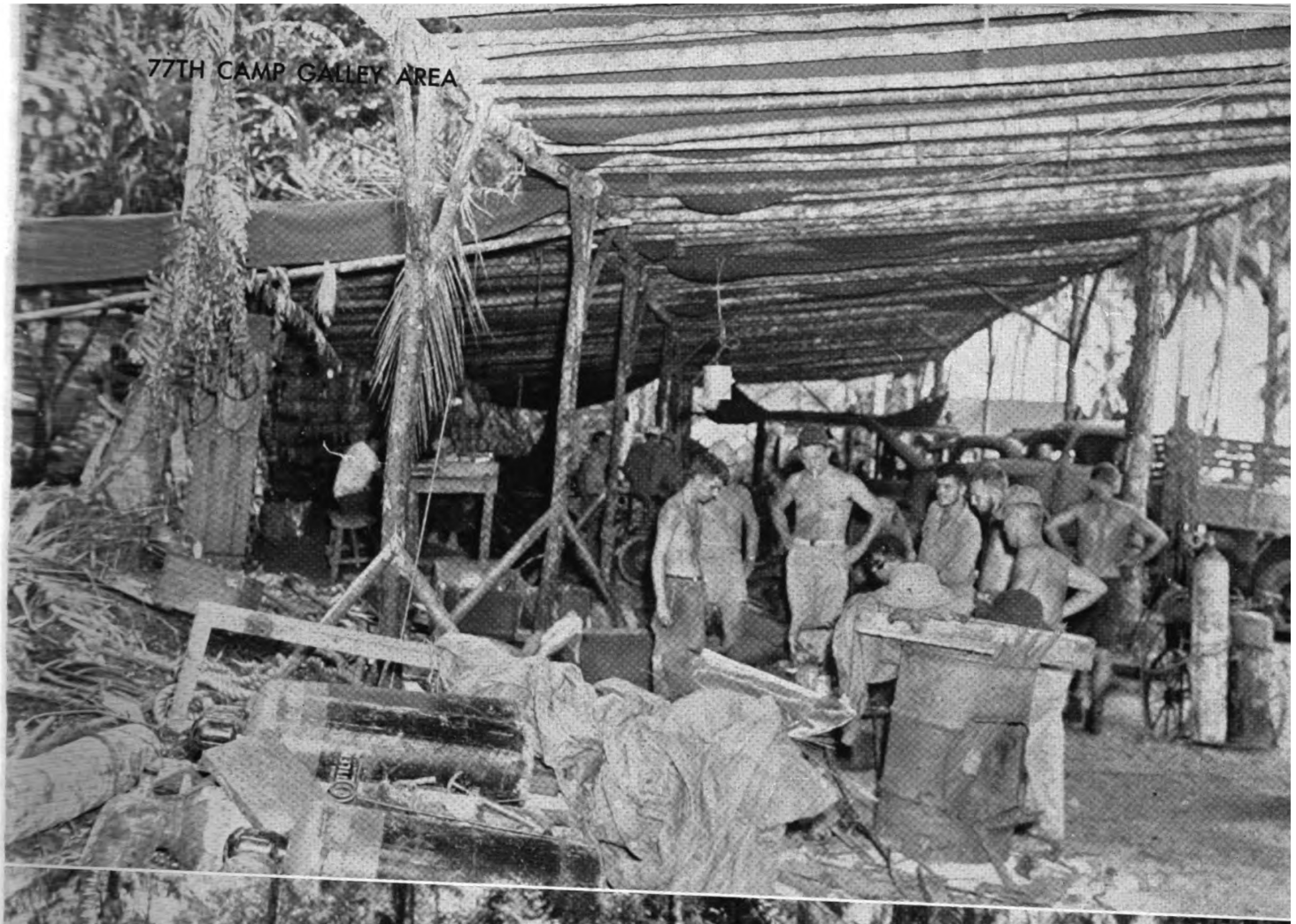


Entrance to bombproof surgery



Ready for operation

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



77TH CAMP GALLEY AREA



77TH REPAIR SHOP

Digitized by Google
UNIVERSITY OF MICHIGAN

77th Communication Center



Underground Communication Center—Switchboard Built by 77th

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

The rescue of approximately 165 survivors from the stricken U. S. Cruiser HELENA by the natives of Vella was publicized in newspapers and magazines in the States. This rescue occurred shortly before our landing on the island.

The Second Wave of the 77th shoved off from Guadalcanal for Vella La Vella on the 29th of September 1943, one week after the first. This Wave was composed of the main contingent of our battalion. We shipped out aboard three LSTs and three small troop transports.

The landing of the Second Wave on Vella La Vella was a re-enaction of the first but because of the larger number of troops involved, the bombings were more disastrous and the casualty list larger. The men aboard the small transports got ashore without mishap and in record time. In one instance, the men from one ship were ashore with their personal gear and the ship was under way only 17 minutes after she had pulled up.

The bombers came over to harass the LSTs soon after they were beached and while unloading was in swift progress. The LST at Naravaii River landing was hit. The bomb pierced the upper deck and exploded inside the ship. Seventy men were killed, 25 injured, and the ship and her cargo were set afire. While she was burning, the Seabees continued to unload her. Later, the fire-hollowed hull of the ship was towed, still smoking, out to sea; a row of charred bodies and scorched cargo remained on the beach. Today this beach is marked with a monument erected in honor of 15 men whose names were on the list of dead. They were members of a New Zealand gun crew of 17.

The LST that beached at Ruravai River escaped destruction only because a bomb that penetrated her decks was a dud; another bomb, definitely not a dud, was a near miss. The third of our LSTs was strafed, but there were no casualties.

And so the First and Second Waves were in; the troops of the two outfits were consolidated in the new camp site located in a coconut plantation just below Juno River. Now, security was of prime importance in camp building. The underbrush had grown high in the neglected groves and we tucked







Reading from top to bottom: Improvised piledriver . . . hammer hits . . . they're down!

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google







Reading from top to bottom: Knee deep . . . Tractor crane placing logs in position—Biporo River . . . Road between Biporo and Ruravai Rivers.

our drab green tents in among the foliage cutting only as much of the vegetation as was necessary, avoiding any tell-tale order.

Each tent group dug a foxhole; Vella was a coral island and the rock was but thinly covered with top soil. The pick handles stung our hands as we chipped out small pieces of coral. The sweat poured into our eyes and coursed down our backs as we worked, for we were not yet fully acclimated to the heavy damp, tropic heat, but we got those holes down!

We needed those holes . . . we spent most of each night in them; trying to avoid the dangers of from six to eight air raids a night was no picnic. An unbroken night's sleep was a blessing we were not to enjoy for many weeks. We sat in our holes with our heads stuck out like gophers through many dark hours watching the bright sprays of tracers, listening to the chatter of the 50s, and the heavy bark of the 90-mm., waiting for the earth-shaking "CRUMP" of the bombs. Ordinarily, we just got up a little before daylight and went to work, taking our sleepy eyes along with us.

Sometimes the vibrations of guns and bombs would cause a shower of ripe, ready-to-fall coconuts in our grove. There were always some falling, day or night, and many men wore their steel helmets at all times. A coconut falling from a 50-foot palm deals a nasty blow! The ground was strewn with fallen coconuts, some sprouting, some decaying.

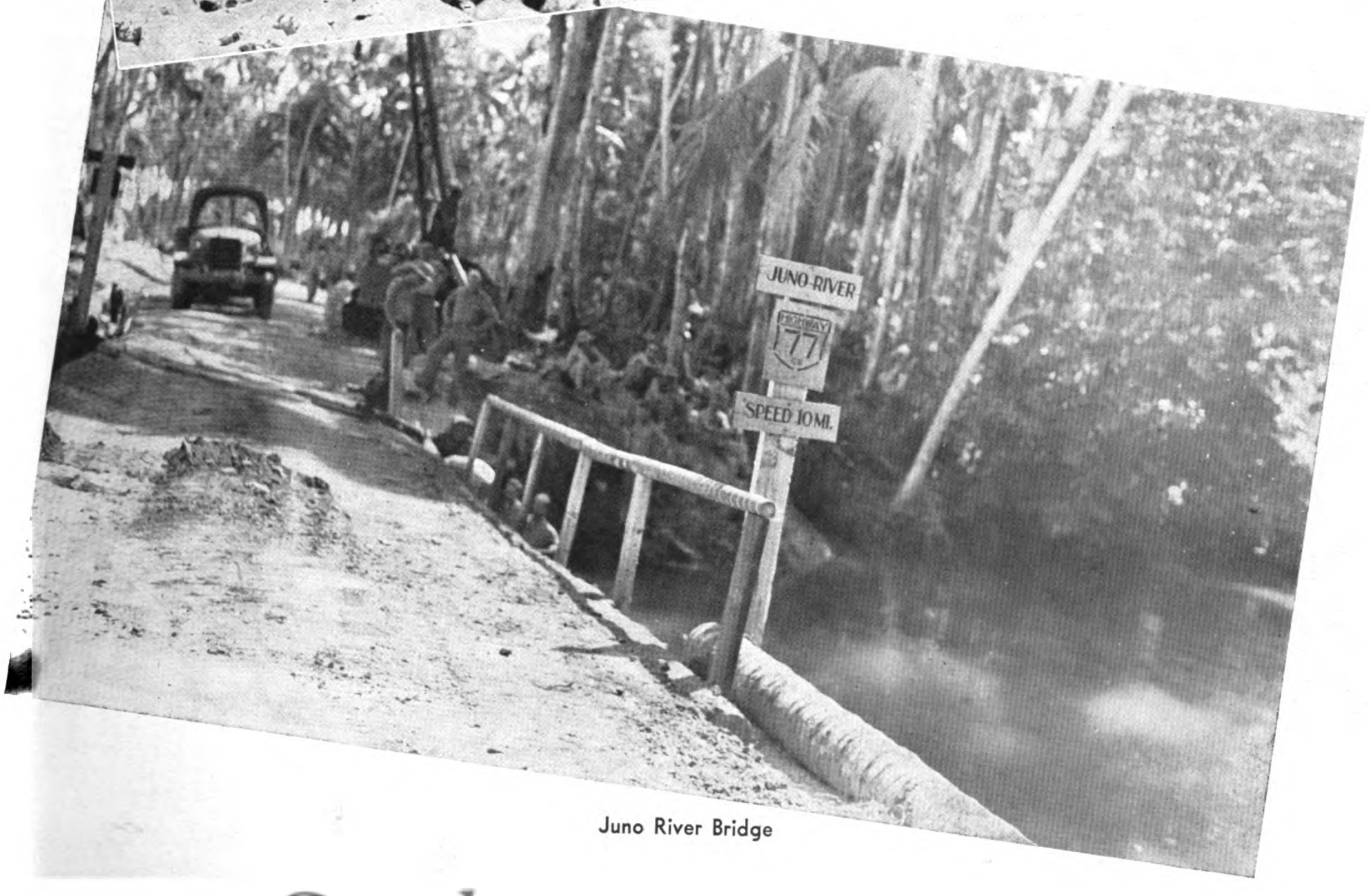
Otfen, when a man left his tent in the unrelieved darkness of our complete blackouts, he would come upon a coconut in the wet grass so loaded with phosphorous that it glowed like a silver ball. Or he might find a weed or spray of grass that made a weirdly beautiful bouquet—another phenomena for our memories of the south seas.

Rain, hard driving, constant, unending rain—and much rain meant much mud. This was a new sort of mud; stiff gooey mud that stuck to our feet and made them grow to the size of watermelons, so heavy we could hardly lift them. The dozers pushed the mud off the roads in camp and the trucks following churned up more mud. Finally, the roads

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Bridge at Mumia River





Juno River Bridge

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





At left, reading from top to bottom: Temporary bridge—Biporo River. Beginning second bridge. Below, left: Open to traffic; right, Sawmill on Juno River.

went down three and four feet to solid rock and the truck wheels and dozer blades could cut no deeper, then the mud ran in from the sides and the roads were like canals holding a sluggish flow of mud. Always mud!

Nothing, not war nor mud, nor rain, nor being away from home could wet-blanket the morale of the Bees of the 77th; we had a good time. We were not fortunate enough to obtain a movie projector of our own, but trucks were provided to transport as many of our men as cared to go to movies at the New Zealand camp. Our own band was kept busy playing for us and other groups, and one fine memorable evening a New Zealand concert group gave an excellent show for us.

A man in the stateside areas may forget to go to chapel services but overseas in a forward area a man likes to be close to his God. Our chapel was first set up in a green clearing inland from camp, but later we were able to have it more centrally located. Chaplain Goff met and became friendly with a New Zealand Chaplain who had been a missionary to the natives of Vella and Bougainville before the war. This man held Sunday services for the native groups, and many of us attended. What a thrill it was to hear those clear, full Melanesian voices singing the old familiar hymns in their native tongue.

But all was not work, fighting, and religion, we were too typically yankee for that. We are souvenir hunters first last and always, and we were hard at it on Vella. No Jap aircraft crashed but what we





Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd

quickly dismantled it and set to work making aluminum crosses and hearts—native wood could be polished and carved into wonderful gifts, and what could be better than ashtrays, lamps, and letter openers made from empty shell casings? Sea shells were collected from the reefs and strung for necklaces and bracelets or turned into brooches. We were busy as bees—seabees.

But oh, those work schedules—how we did work —all of the original schedules were met by the prescribed date or before. A stateside construction man always feels the thrill of creation when he looks at a road or a bridge or a dam or a house which his labor and ingenuity have made possible, but our thrill over there was much greater. We had turned a coral island into a humming military post. We had built that clean, smooth road which was carrying the men and materials of war. We built each bridge along that road, built them of mahogany and coconut felled in the jungle by our own men; our 'cat skinners snaked those trees to the location, our swing cranes swung them into position, and our builders built the unit, conceived by our officers, and dedicated to the force that was fighting to free men. We were a part of the team.

We cut the timber and operated saw mills that turned out hundreds of thousands of feet of lumber used in the Bougainville campaign. A part of this lumber was used by our men who built the hospitals on Vella. We built three of them, and before we moved on we saw them housing the first casualties from Bougainville and Choiseul. We were a part of the team.

We were beginning to show the spirit and usefulness of our Battalion, but the individuals were coming to the fore; and we learned anew that what makes the American armed forces superior is the fact that while each man works as a cog, no man forgets that he has a mind of his own which should be used. We earned several individual commendations.

While on Vella La Vella, on 17 November 1943, Commander C. T. Wende came from the 1008th Construction Battalion Detachment and relieved Lt. Commander Hammond as "Skipper" of the 77th. Much of the fine reputation and excellent *espirit de corps* the 77th now enjoys can be accredited to Commander Wende's firm, efficient leadership and ingenuity.

Seabee ingenuity came to the fore on Vella. Due to the shortage of building material, many unorthodox construction methods were instituted to complete facilities within the short D-Day demands. For example, only 30 bags of cement were available to take care of the floors for the scullery, galleys, and the underground operating rooms at the hospitals. These 30 bags were stretched to cover all needs by laying floors as thin as three quarters of

Coming Through



Finished Timber



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Sawmill Operated by 77th and 25th NCBs

Sawmill Operated by 77th and 53rd NCBs



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Mounts Built for Mortar



Firing

an inch in depth with mixes of coral sand aggregate mixed at a ratio of 11 to one.

Here we watched the testing of a low trajectory mortar set on mounts made by the 77th, a system since found useful in jungle warfare.

On Vella our men were in charge of Malaria Control. Their job was by no means an easy one. They hacked their way into the almost impenetrable depths of the jungle, cut paths to and around every pool of stagnant water, and sprayed them with mosquito-laying oil, wherever possible cutting channels and draining off swamps. Their job was well done.

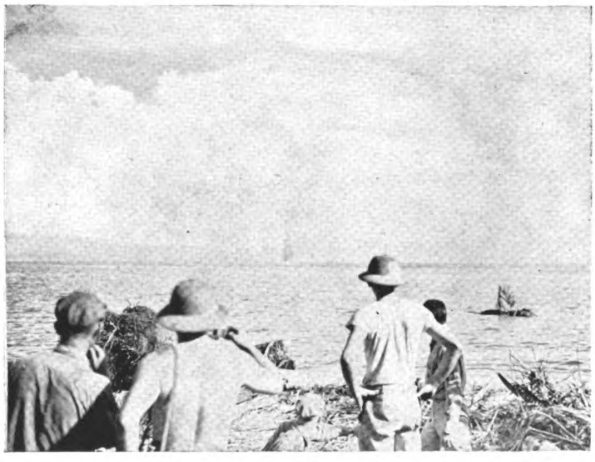
We worked with and for the Marines most of the time on this island, and it was here, in so far as the 77th is concerned, that the feelings of mutual admiration and comradeship between Seabees and Leathernecks was born. Each was glad to find in the other an organization that filled all demands made of it. Witness the Marine sign on Bougainville:

> "When we reach the Isle of Japan,
> With our caps at a jaunty tilt,
> We'll enter the City of Tokyo
> On the roads the Seabees built."

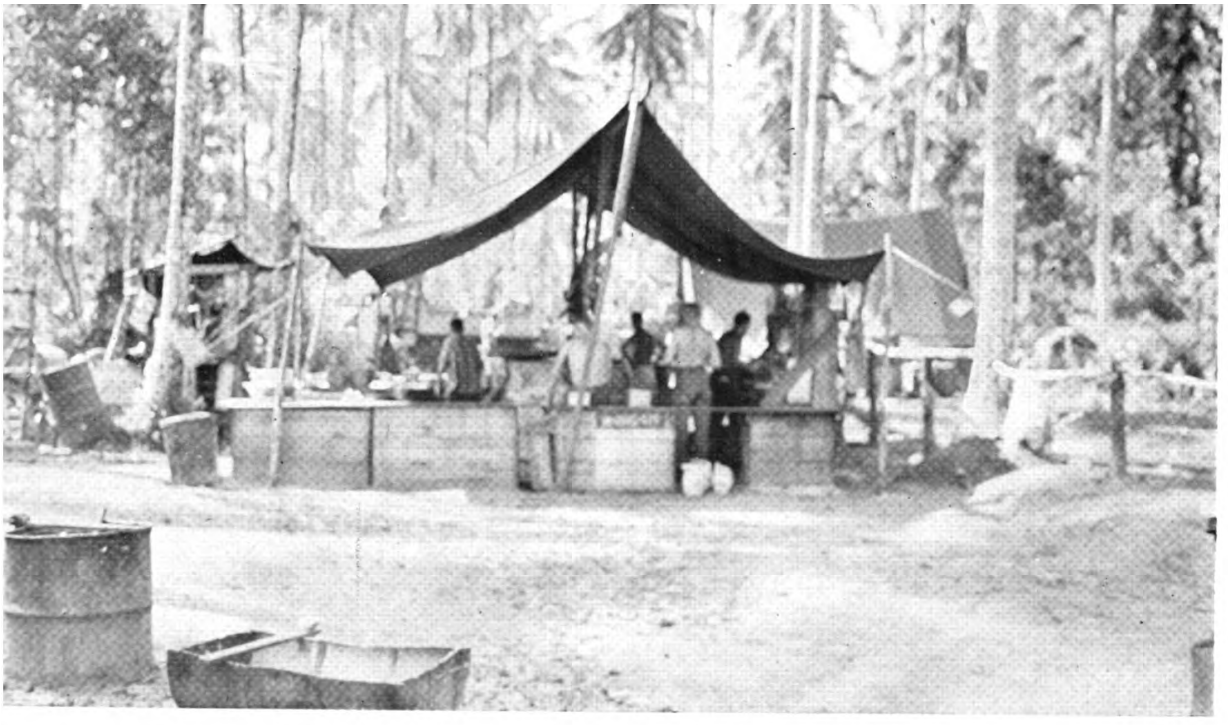
After we had done the bulk of our work for others, we turned our attention to our own camp. One of Commander Wende's first orders was for a better enlisted men's mess hall. A fine building quickly went up and was finished just in time for our 1943 Thanksgiving Day dinner. Until that time many of our meals had been K and C rations. This Thanksgiving Day we left our clanking mess gear in our tents, strolled up to our new mess hall, picked up trays and ate like kings—turkey, olives, cranberry sauce—the works!

We had just finished work on our first overseas laundry, and were beginning to feel quite like stateside citizens when the orders came to move on. We struck camp and prepared to embark for BOUGAINVILLE.

Explosion at Sea



Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

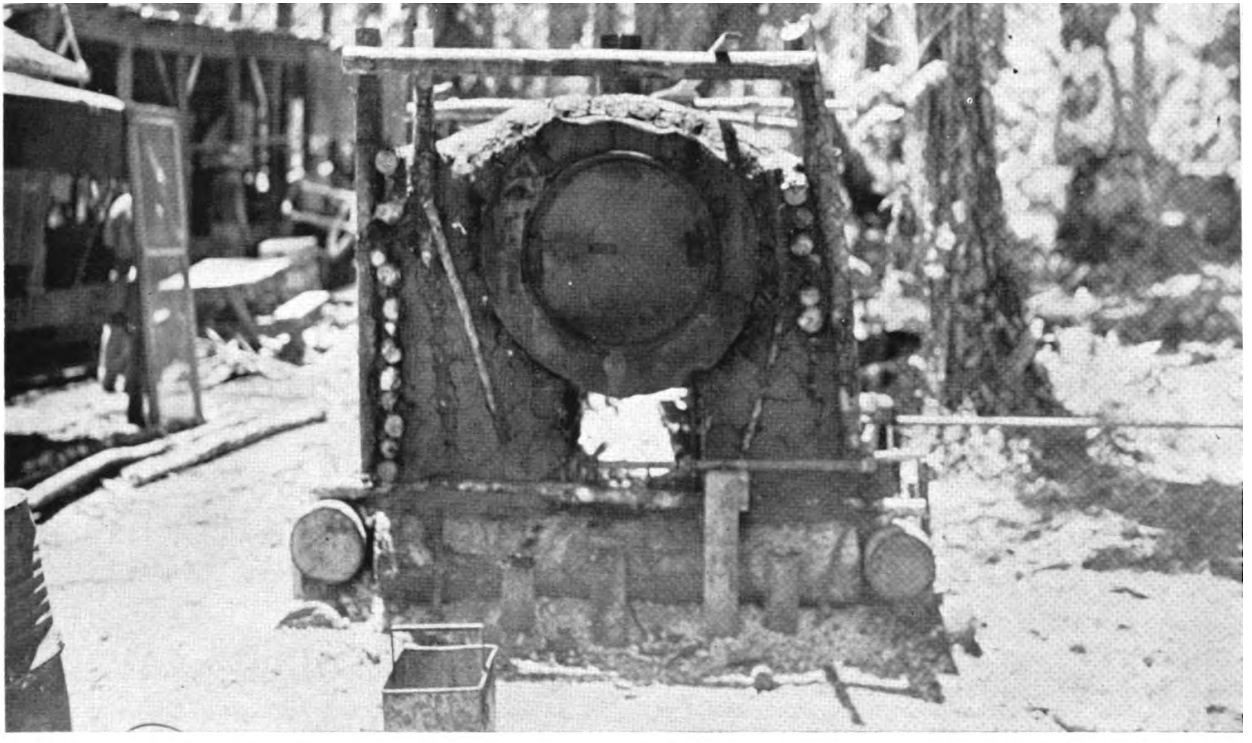


First Galley

"Load Her Up"



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Improvised Oven

New Mess Hall



Public Domain; Google-digitized / http://www.hathitrust.org/access_use#pd-google



Steam Plant

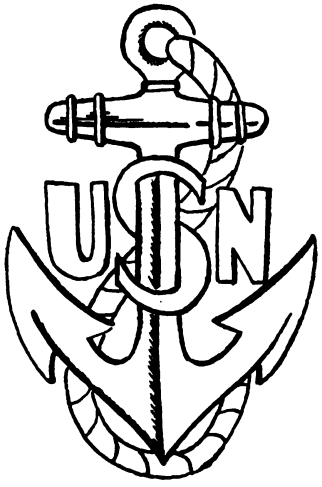
Scullery



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



THE 77TH AT BOUGAINVILLE

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Mount Bagana

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google

A Seabee raised his eyes and scanned the skies above the coconut trees, checking carefully the fringes of overhanging clouds. Any one of those clouds might have contained a Jap Zero, for there were plenty of Jap aircraft in this vicinity. The 77th had just filed aboard ship, stowed packs and personal gear, and many of the men were standing about on deck. Most of us took a last look at Vella La Vella. There were no regrets—life on Vella had been no picnic.

The battalion equipment, bulldozers, trucks, motor patrols, boom cranes, and galley equipment had been loaded on LSTs while most of the personnel boarded LCIs. Uneventfully, the ships put to sea for BOUGAINVILLE.

Never a dull moment for the 77th—that night a storm came up, tossing the light LCIs like corks at sea. They rolled and bobbed, and at times on the crest of high sharp waves they shuddered and groaned (and so did we), as though they would break in two. The ships were better off than we were—they didn't get sea sick.

Our first sight of Bougainville was a hazy protrusion of grey-green land above a misty sea on the morning of December 10. The sky was filled with P-38s and Corsairs, circling busily above EMPRESS AUGUSTA BAY keeping a protective eye on our convoy, alert for the sight of Jap planes.

We landed at Bougainville that morning. Anything was possible. There were 40,000 Japs on the island, and we knew that we might expect to fight. We had seen enough low-level bombing and strafing at Vella and we were prepared. Our rifles and carbines were handy. The Marines had already established their beachhead on 15 November and enlarged the perimeter to an approximate three miles by three miles. The area included mostly swampy, wet, soggy jungle. MT. BAGANA, one of the two active volcanoes on Bougainville, protruded like a Roman nose from the mountain range surrounding the perimeter.

The LSTs beached near TOROKINA POINT and the nearly complete TOROKINA AIRSTRIP which the 71st Battalion had constructed was already being used by our fighter planes. Unloading operations of heavy equipment and supplies began immediately.

A 77th Seabee from the LST farthest up the beach decided to walk up the beach a couple of hundred yards for a "leg stretch." He saw a Marine guard standing beside a small trail leading inland. Paying little attention to the Marine, the Seabee started to go up the trail.

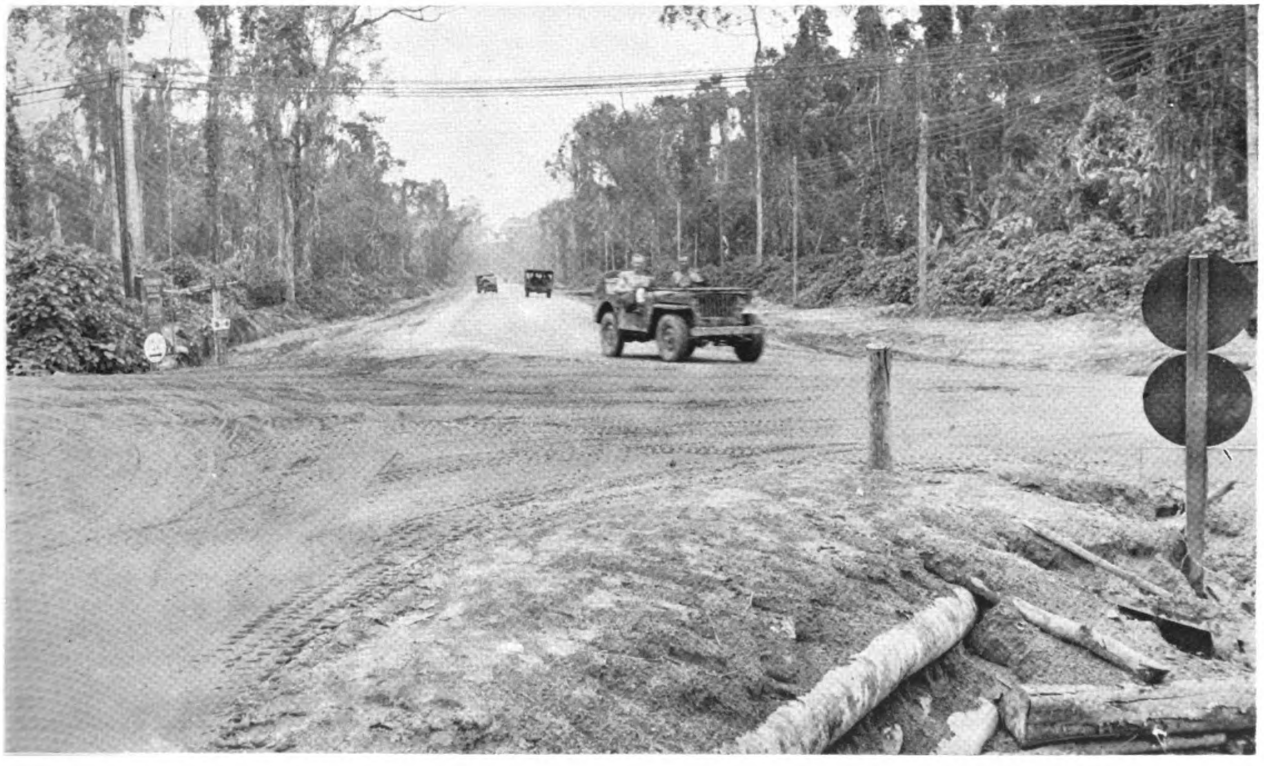
Marine: "Where you going, Buddy?"

77th Mate: "To have a look around."

Marine: "Want to see the front line?"

77th Mate: "Well, I dunno. Where is the front line?"

Marine Drive from Camp Road



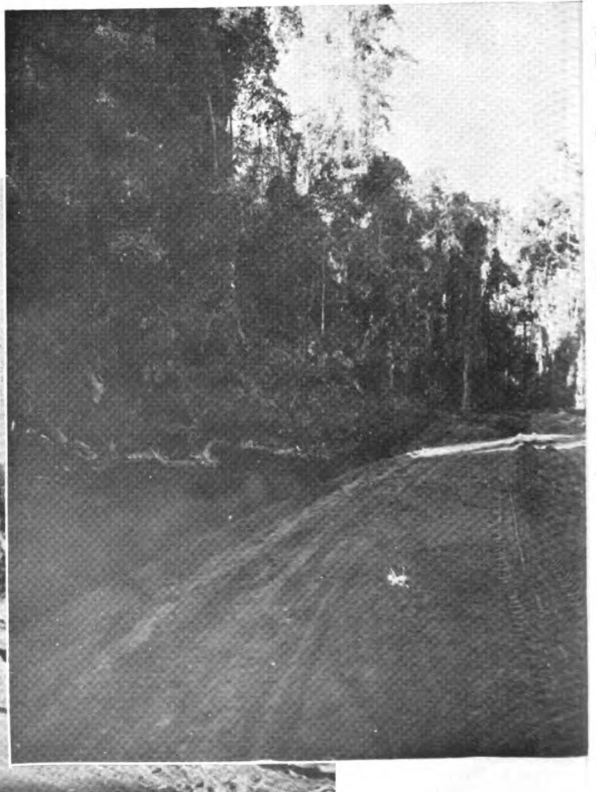
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



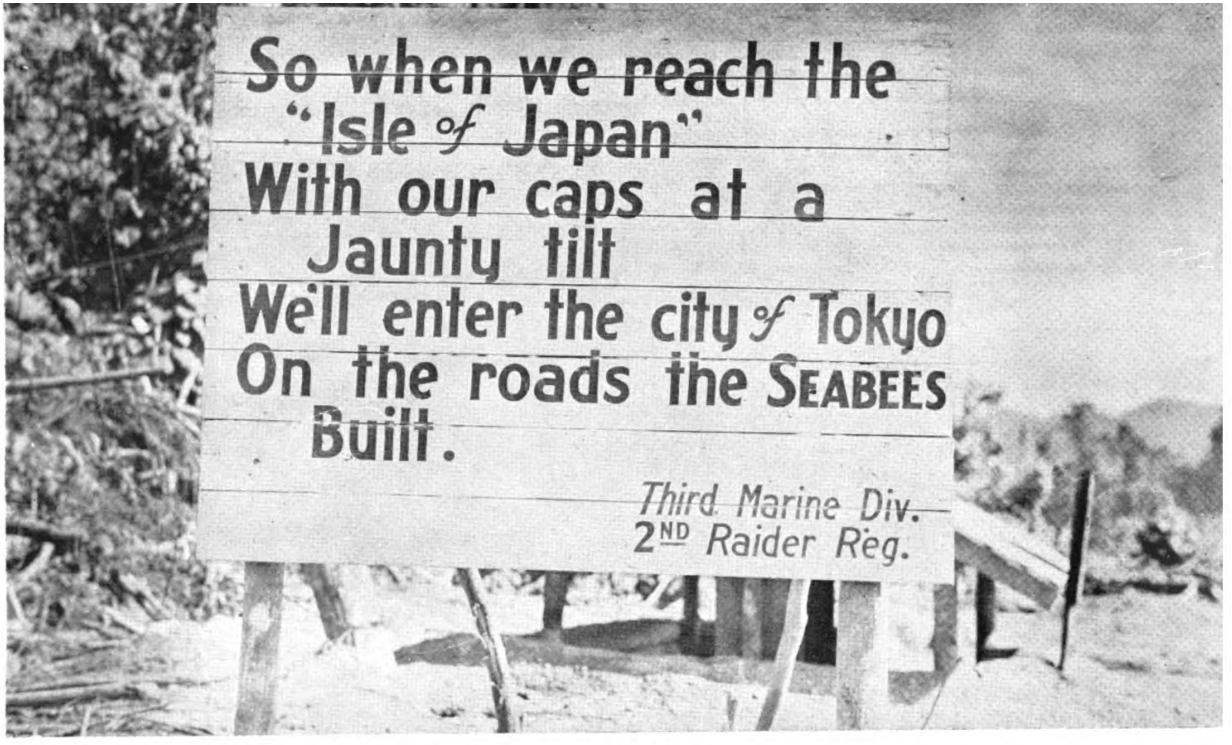
In Appreciation

Volcanic Ash Roads





Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



A Tribute



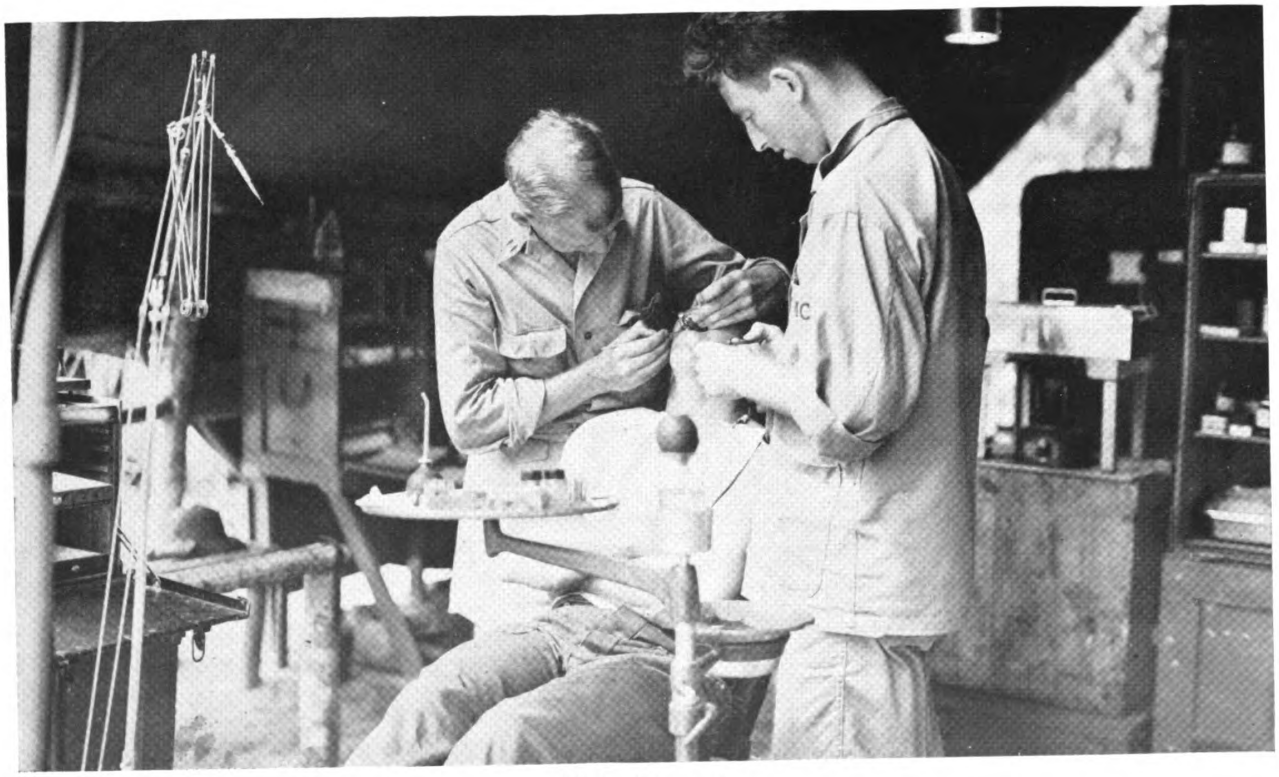
Road Through Jungle

BOUGAINVILLE

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

77th Mess Hall Going Up





"Molar Menders"

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Enough Said

Marine: See that clump of bushes over there? Well, that's the front line."

Our mate, wide-eyed, decided he had to help unload an LST upshore.

All the battalion, except heavy equipment operators and special details assigned to unloading the ships, marched up the muddy road which the 25th Battalion had recently cut through the jungle and swamps for about three miles. In one of the swampiest, heaviest jungle growths of the perimeter near the site of the airstrip to be built, we began making camp in a heavy downpour of rain. The 77th was at work again.

A galley building was erected and ready for use within 24 hours. In the meantime we ate C and K rations. Our first night on Bougainville was under wet, soggy tents. Some of the men were fortunate in having jungle hammocks procured from Marines on Vella. A few had managed to get their bedding and cots. Many of the men, however, just made out as best they could, sleeping in their wet clothes on shelter halves or bare cots.

D plus two found us in better shape. Our supplies had started flowing in, hot coffee and food were prepared for us, and we ate well. It tasted plenty good after 36 hours of incessant tropical rain. We could see that things wouldn't really get dry until we got stateside again—ah, for that California sunshine!

It was so quiet we began to think the Japs had forgotten there was a war on. Even with our experience of falling bombs on Vella, there was hardly a foxhole dug during those first two days. Some of the men remarked that things were too quiet. We began to listen for sounds which simply were not there. The expected finally came on the second night. About 2300 the siren let loose a blood-curdling warning of three undulations. Everybody dived for the deck or the nearest low places. We built foxholes!

Just as we had given up hope for the sun it came out and steamed things up a bit. It is marvelous how quickly excess water dries off in the tropics (and how quickly you get wet again from sweat). The survey crews and equipment were out on the PIVA fighter strip early and the clearing of the jungle and earth moving began at once. We divided the building of the fighter strip with the 53d. Crews were immediately assigned to this task. The work went on night and day. At night earth-moving equipment worked by light supplied by movable generators and floodlights. It was sometimes hard for the operators to hear the air raid signals. Operators often jumped off their machines and crawled under them for protection when they did not have time to find a depression in the ground. All of us worked on the strip. Cooks, messmen, yeomen, carpenters, electricians, all of us. The strip had to be finished.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Jungle Clearing

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

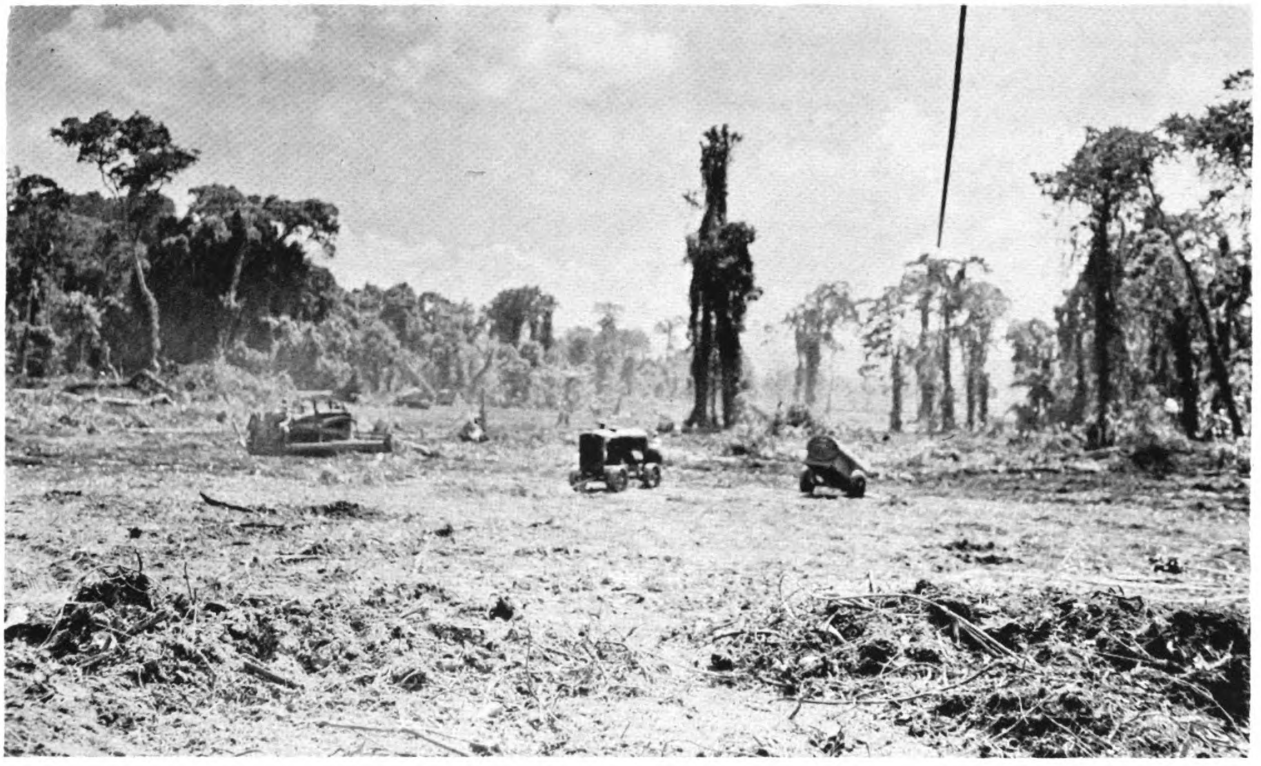


Site

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Start of Clearing

Dragline Digging Culvert



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Carryall Making Fill

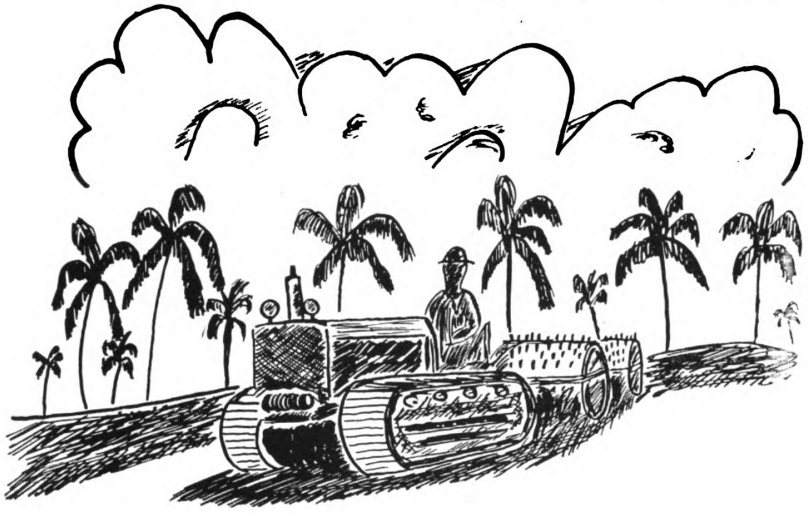


Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google

Compacting the Volcanic Ash





Light Plant



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Dress Parade for Carryalls



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

A Trailer is Used for Compacting . . .



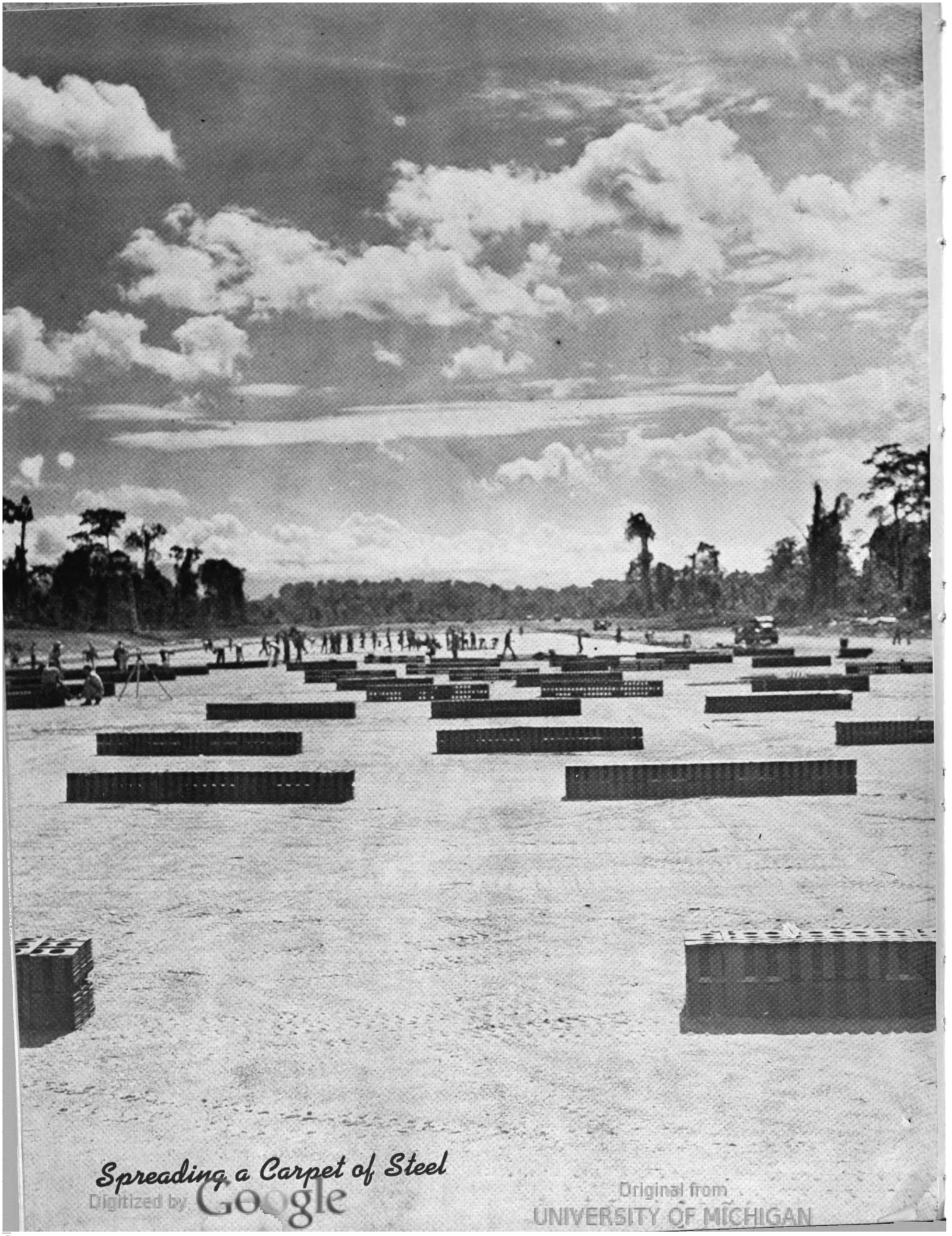
Then the Roller . . . The Finished Strip Faces East

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



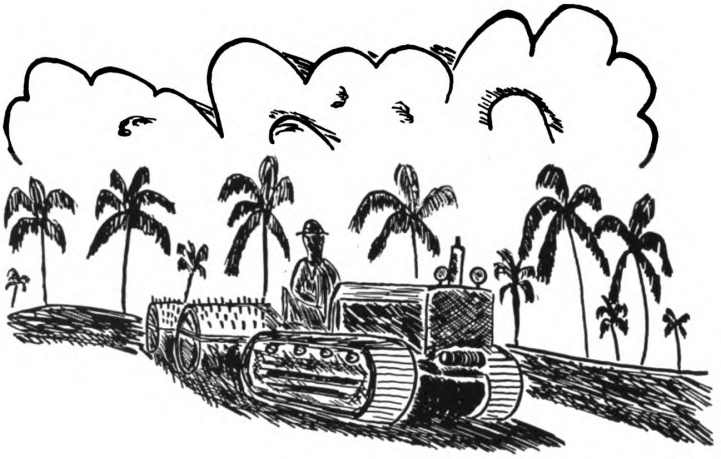


Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Spreading a Carpet of Steel

Digitized by Google
Original from UNIVERSITY OF MICHIGAN



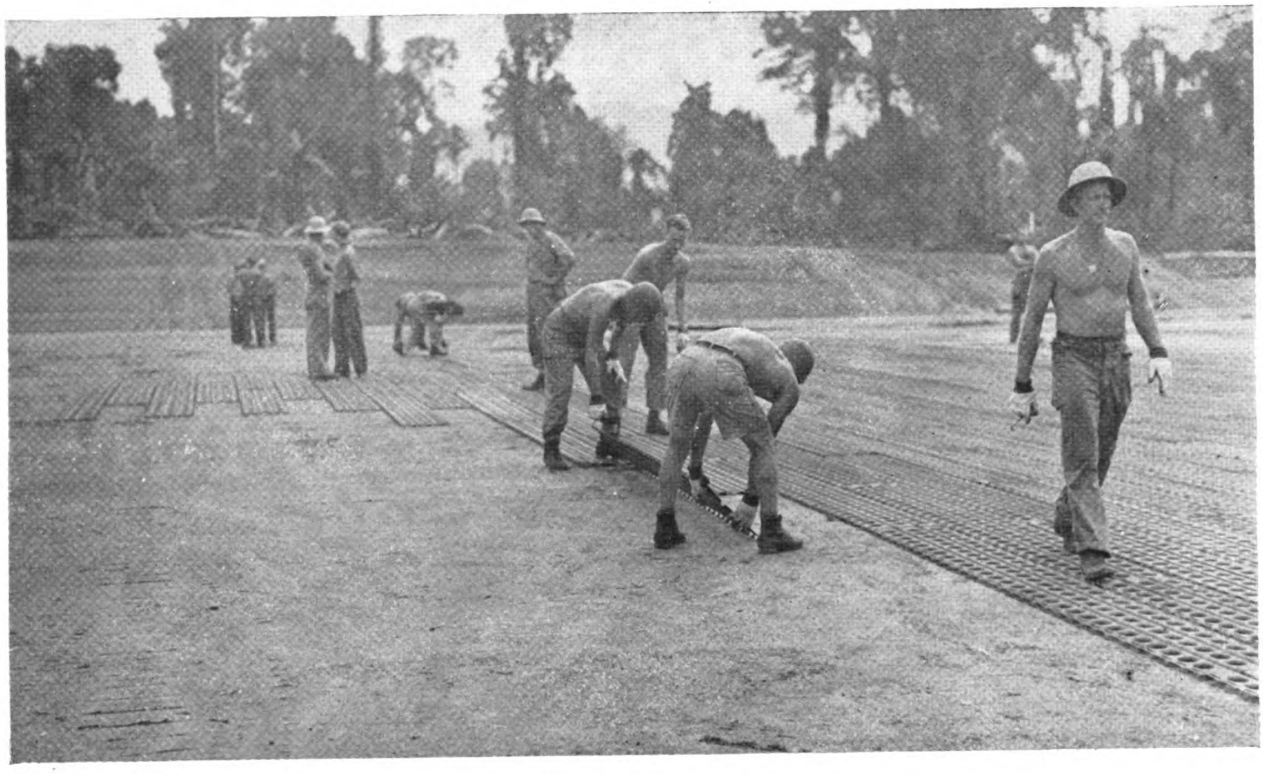


Pause

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain; Google-digitized / http://www.hathitrust.org/access_use#pd-google



Laying Pierced Planking

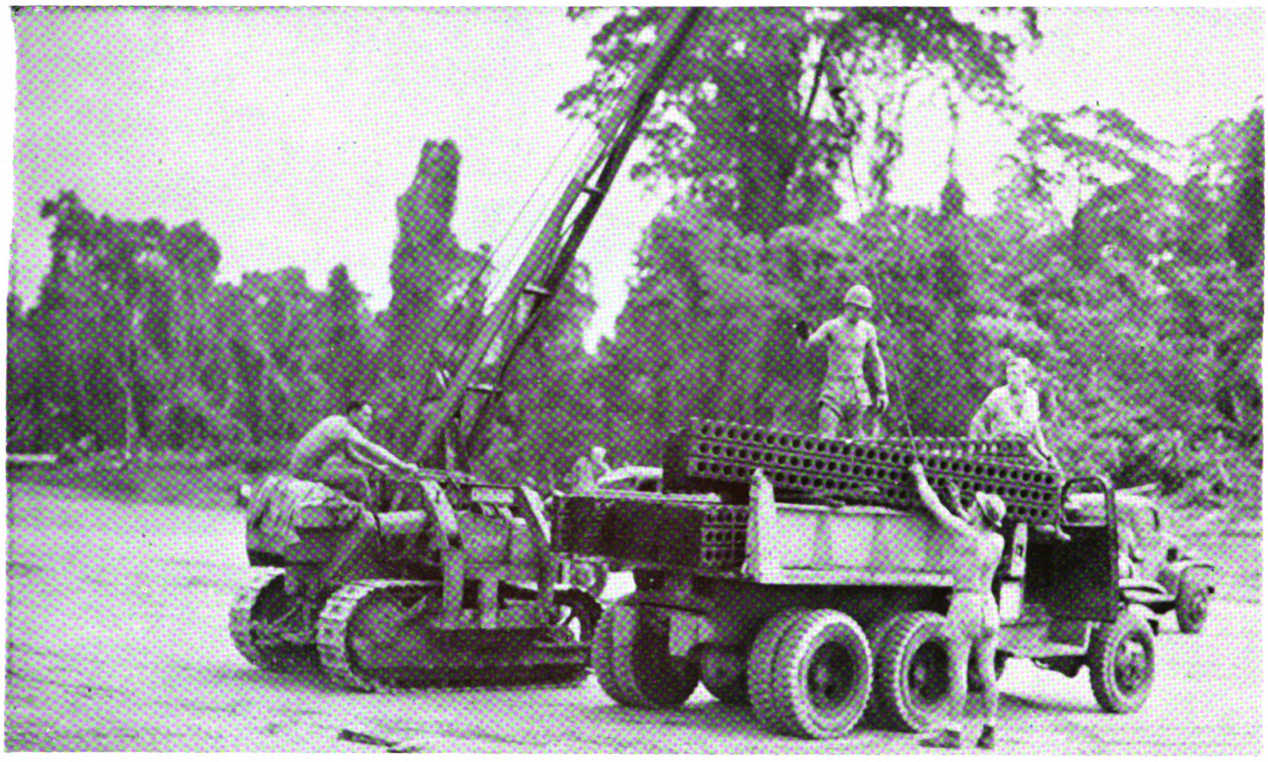
Steel Lace



Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Unloading Pierced Planking



Digitized by Google
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



MAG 24 CHOWHALL UNDERWAY

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



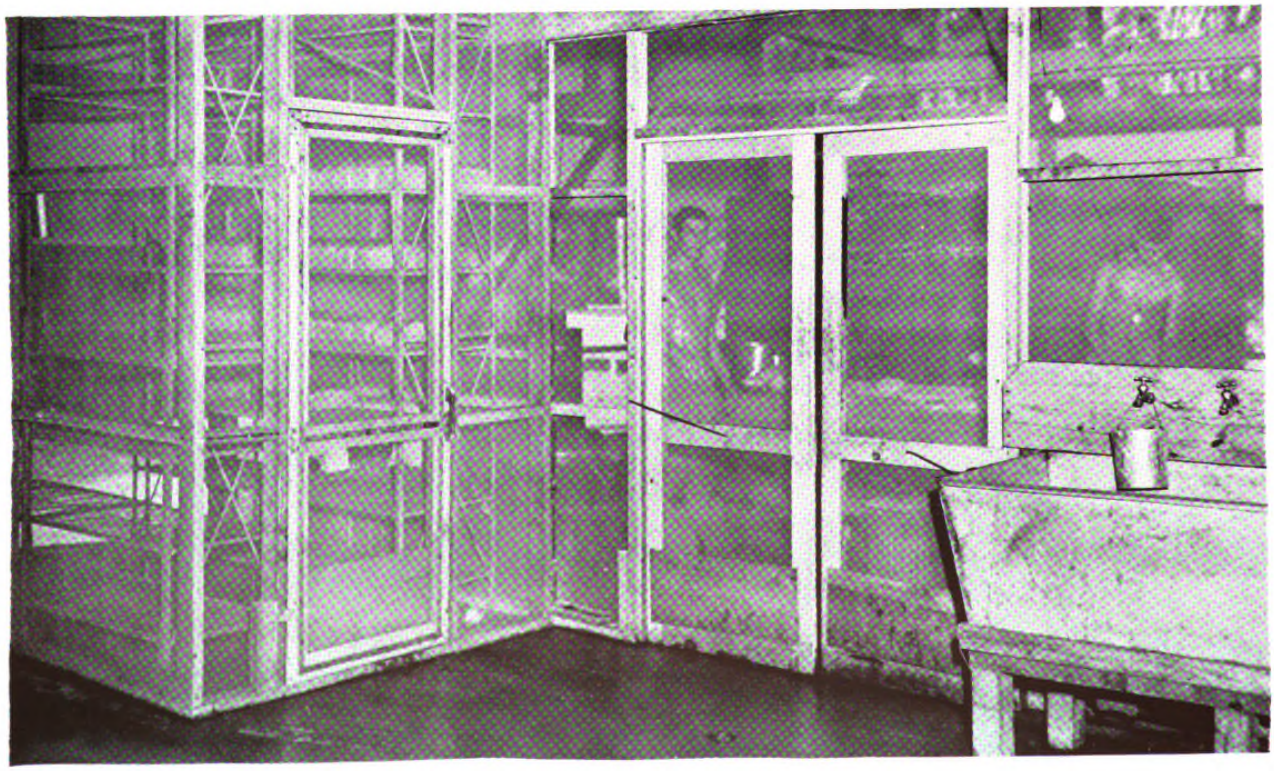
COMPLETED

Digitized by Google
UNIVERSITY OF MICHIGAN
Original from



MAG 24 Galley . . .

. . . And Bakery



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



For the Pilots

MAG 24 Underground Surgery



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

A Trailer is Used for Compacting . . .



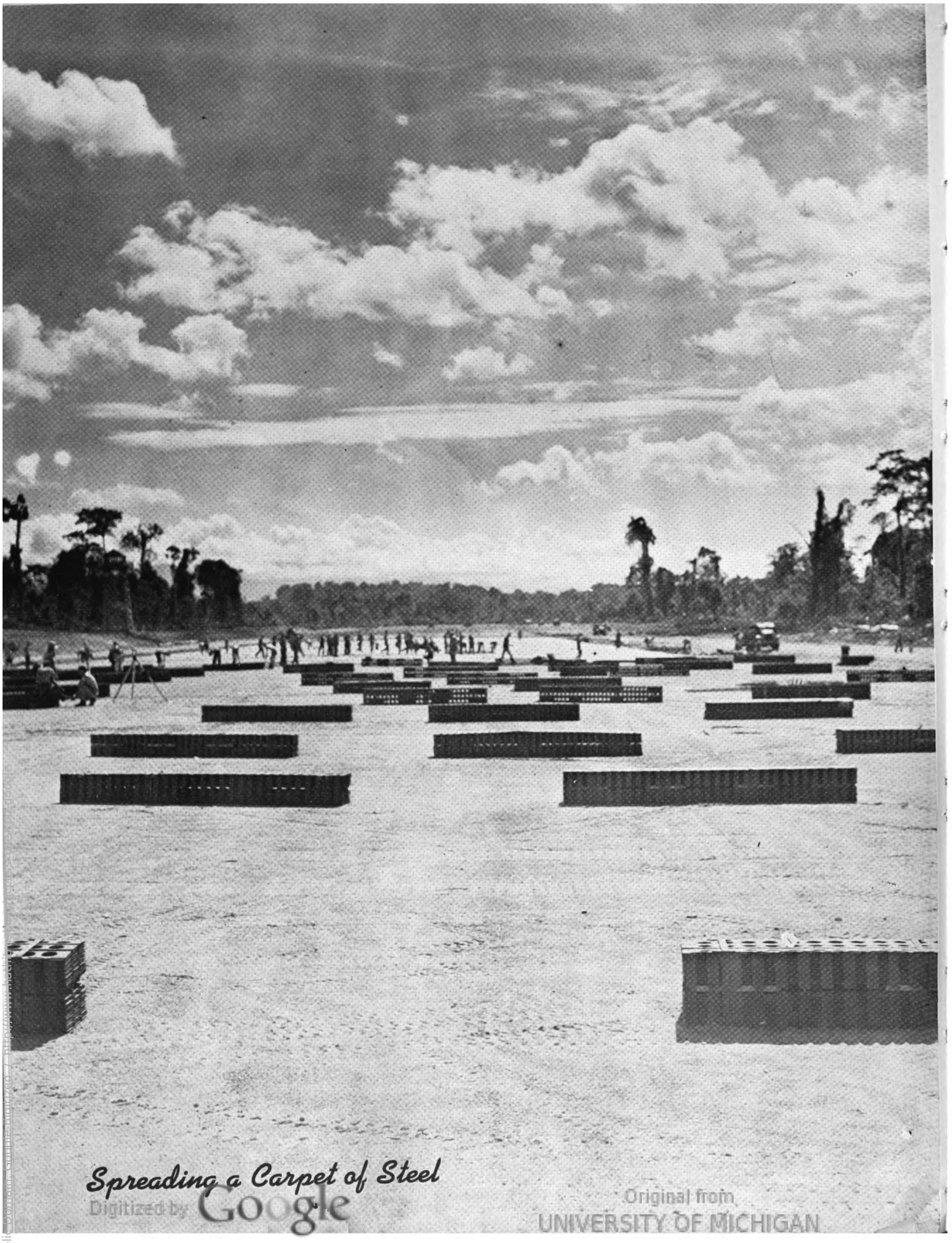
Then the Roller . . . The Finished Strip Faces East

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



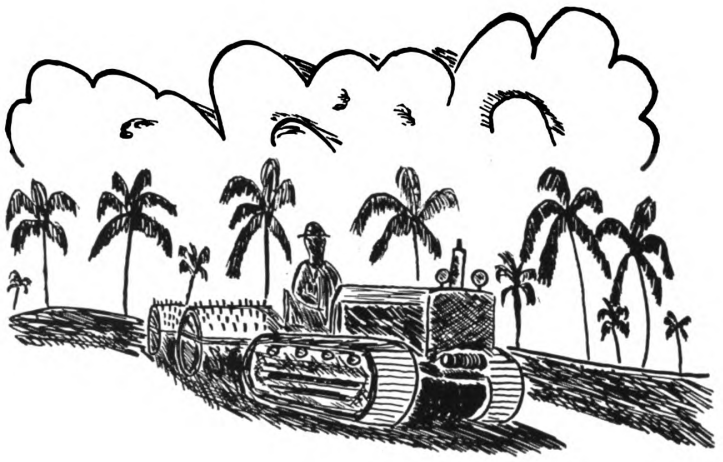


Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



Spreading a Carpet of Steel

Digitized by Google
Original from UNIVERSITY OF MICHIGAN





Pause

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Laying Pierced Planking

Steel Lace



Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Unloading Pierced Planking



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



MAG 24 CHOWHALL UNDERWAY

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



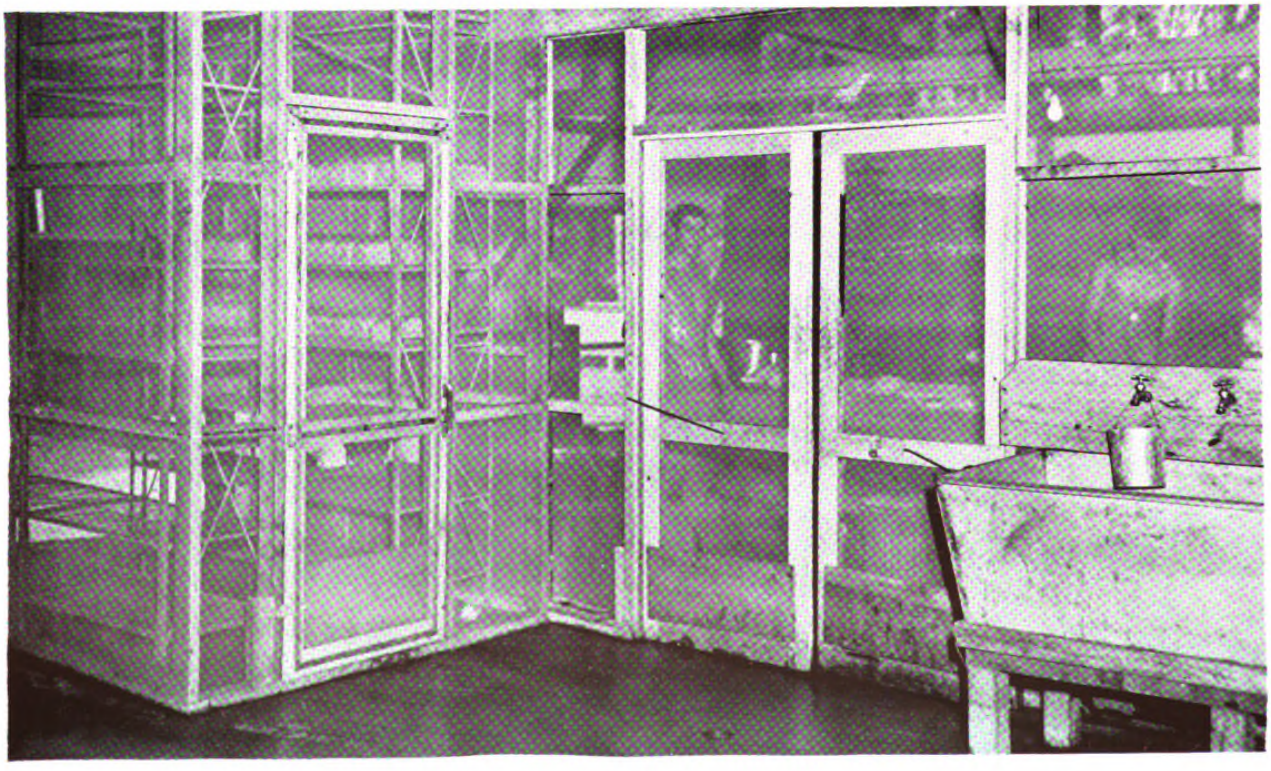
COMPLETED

Digitized by Google
UNIVERSITY OF MICHIGAN
Original from



MAG 24 Galley . . .

. . . And Bakery



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

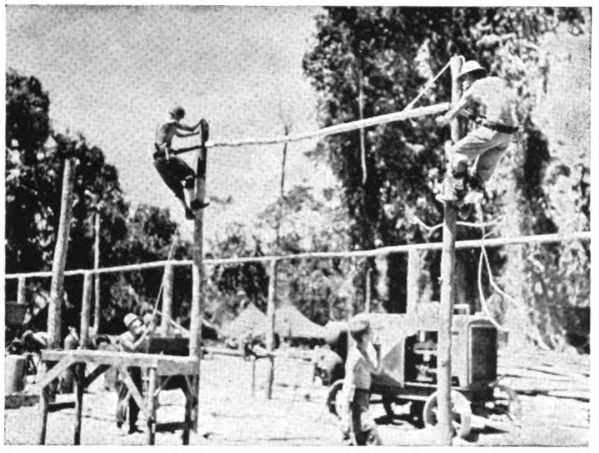


For the Pilots

MAG 24 Underground Surgery



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Framing 77th Machine Shop

The 77th camp was located near the west end of the Piva strip. When the strip and taxiways were completed, many of the tents were acutally on the very edge of the clearings, and when planes were warming up, they nearly blew the tents over. The camp site was right in the target when the Japs got around to bombing and shelling.

After the second night of our arrival, the Nips did get around to raiding us, almost nightly. Between the wails of our own sirens and those of the various camps in the perimeter, which were sounded in consecutive order, we slept only two or three hours many nights. We often had two or three raids a night, and it was a favorite stunt of the Japs to pull in close enough to draw fire from our anti-aircraft batteries and then pull just far enough out of reach of the perimeter to be safe, simply for the nuisance value. Some mates swore their hair stood on end during the course of a falling Jap bomb, others said it made cold chills run up and down their spines like a window blind. Every man feels for an instant as though that particular bomb has his name written on it, and no man likes the feeling.

The Nips were pretty poor shots with their bombs, as not a single one landed in our camp area although many landed near it. We did not complain about it—in fact, we were grateful, plenty grateful, that we were the boys with the know-how backing them up.

The airstrips were completed well ahead of schedule. Many other projects were carried on at the same time, and completed after the strips were finished. Other projects included the clearing of wrecked amphibious craft from beaches, which the Marines had left on their landing at D-Day; the building of roads, water systems, fortifications; the repair and maintenance of refrigeration and other equipment of neighboring units.

During this time the air strips were being constantly used in operations against the Japs at Rabaul and Kavieng, and maintenance and repair crews were kept busy keeping them in operation at all times.

A captured Japanese prisoner gave the first hint of the planned Jap offensive against our perimeter about 1 March 1944. The 77th prepared to defend a specified portion of the air strips. Machine gun emplacements were completed, slit trenches dug, and complete military organization of the area was set up. Everything was made ready for any eventuality.

In order to keep the wheels rolling on the construction projects, morning chow was at 0515, starting just before daybreak. On the morning of 8 March many of the men were in the mess hall eating while others were carrying their mess gear noisily up the jungle trails from the far corners of the camp on their way to breakfast. Our artillery had been letting the Japs have it at regular intervals ever since the day we landed, so we were used to a lot of noise. There were gun positions on all sides of our camp and their heavy blasts as they shelled Jap positions had ceased to be startling, so a few extra "pops" out in the direction of the strip that morning went almost unnoticed. For a few of us, the first sign of anything out of the rou-

77th Machine Shop



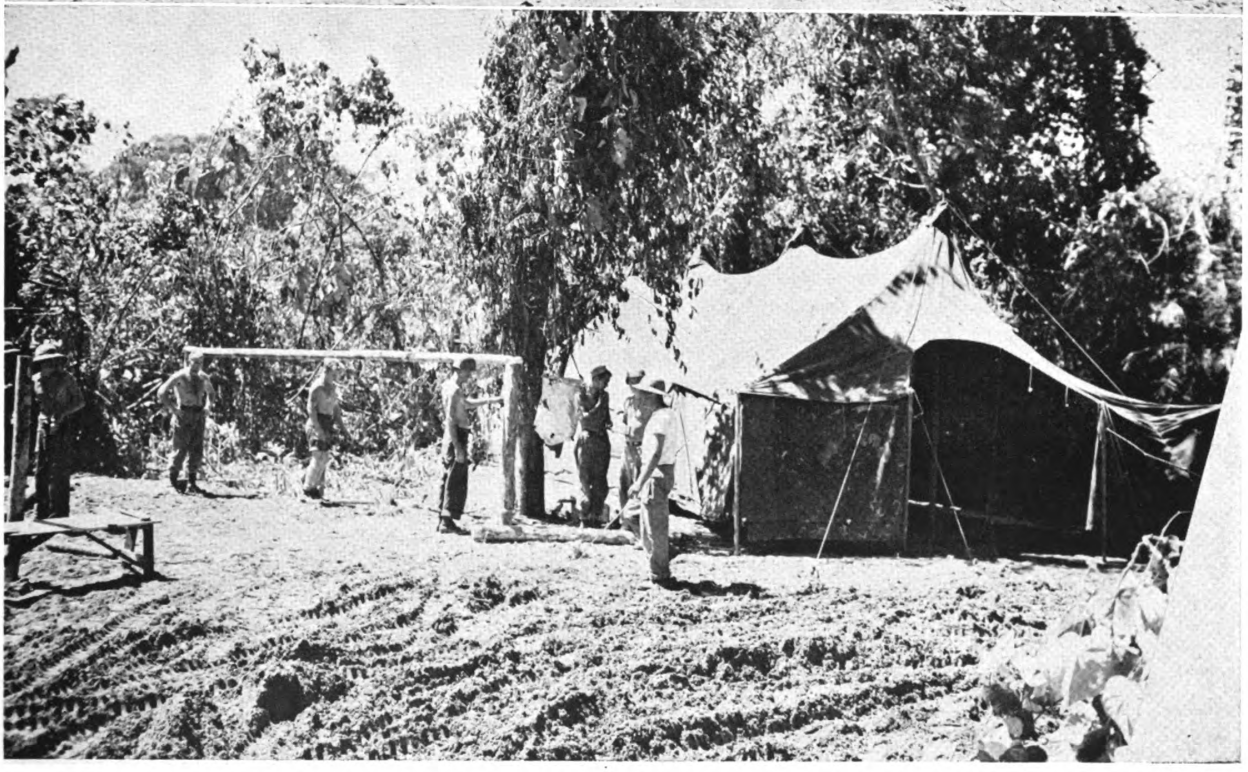
"Grease Rack?"



Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google

77th Sick Bay





Hospital Wards

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Apron Under Construction

tine was a dog rounding a bend on the trail at top speed, feet flying, tongue out, leaving a trail of dust in his wake—and followed closely by a group of Seabees moving at top speed, feet flying, tongues out, leaving a trail of dust in their wake. A large, ground shaking explosion at the taxiway end of camp, followed by another and another at spaced distances needed no explanation. They were Jap shells coming our way, and close! The swish of one was heard across the road from camp. For about two hours they peppered the strip that morning from one end to the other. A good number of our planes nonchalantly took to the air as the shelling progressed.

There was a lot of personal work done on foxholes when the shelling let up. Those little slit trenches seemed so small and useless as protection against artillery.

The Marines seemed to like Seabee chow and Seabees in general. At almost every meal about 250 Marines from the nearby front lines used to have chow with us. It is interesting to note that on the first morning of the shelling all Seabees, cooks and KPs hit their foxholes during the meal. About two hours later when the Bees started meandering back for breakfast they found that the veteran Marines, who never seek cover until they see the Jap planes overhead in an air raid, and never dive for a foxhole until they hear the shells whistling through the air, had helped themselves to all the food in sight. The Seabees took the hint and very few ever missed a meal after that.

During the first three days we were shelled for about an hour and a half incessantly, early in the morning, and then on the hour throughout the day with about an hour and a half of unceasing fire again just after dusk.

The sick ward and sick bay foxholes were enlarged and reinforced by bringing in empty oil drums, filling them with sand and dumping truck loads of sand around these. We also did special construction jobs of cutting logs for roof timbers and covering these with sand up to two feet in thickness. This offered protection against our own ack-ack shrapnel as well as shrapnel thrown by the enemy. Although ordinarily conceded to be of no use against a direct hit, the soundness of the protection theory was upheld when a 77-mm. shell landed on one of these foxholes in C Company, penetrating no deeper than six inches. F. L. Henry, who was shaving no more than 30 feet away was seriously wounded. At the same time, H. W. Lewis and D. Cummings were wounded. There were six men inside the foxhole at the time, none of whom were hurt. Five men were wounded when a shell whizzed the full length of the camp to drop in a tent in D Company. The third shell exploded a truck tire right in the center of camp. The truck

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Logging



Seabee Oil Cooler



Retrieving Fighter Plane

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



"Hoist Away"

was parked near a searchlight located about midway in the camp but the shell itself was a dud and did not explode.

On the first morning of the shelling a Marine was just coming into the crossroads at the gate to our camp when the Nips dropped a shell near him. The Marine was mortally wounded. Shrapnel from this shell penetrated our recreation tent pitched beside the road, shredded a mosquito net under which one of our men was sleeping, left two holes in the seat of his pants which were hanging on the edge of the bed, perforated some of the band instruments in the building and left him totally unscathed.

At chapel services, attendance held up well despite the shelling. Our chapel was used not only for Divine Services, but also for battalion shows, band concerts, and musicals. The chapel was a large storage tent with rough planks for seats. A raised platform at the front served as rostrum and stage. The sides were open, which did not make for great comfort during the heavy tropical rains to which we were subjected.

More than a thousand Japanese shells landed near our camp during the three weeks shelling period. The nervous strain was too much for some of our men, and they required evacuation. During the period the 77th officers kept 24-hour patrols on the strip and taxiways, for observations of damage, and to expedite the work of keeping Piva in a usable state.

For many of us, our stay on the island introduced us to the phenomenon of earthquakes. The first impression of a 'quake is one of dizziness as the ground starts to undulate and the tree tops start swaying, slowly at first and then almost violently. We witnessed a total of 17 earthquakes on Bougainville. Don't let anyone tell you, mate, that it isn't a horrible experience to be in a foxhole during an air raid and suddenly have the earth start jumping under you.

It was quite a thrill to see our own P-38s, Corsairs, Venturas, and Liberators taking off the Piva strips to wreak havoc on the Jap ports and installations at Rabaul, Kavieng, and on Bougainville itself. It was a thrilling experience to stand and watch squadron after squadron of Allied planes over our camp on a beautiful day, flying toward Jap targets. One morning, in particular, more than 200 planes from Guadalcanal, Munda and the Bougainville strips flew over in a steady parade. Air power displayed where it could do the most good, and did.

An interesting show was put on for us during the period when the Japs were attempting their "extermination push" against the Allied perimeter. Our TBF and Corsair dive bombers took off from

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



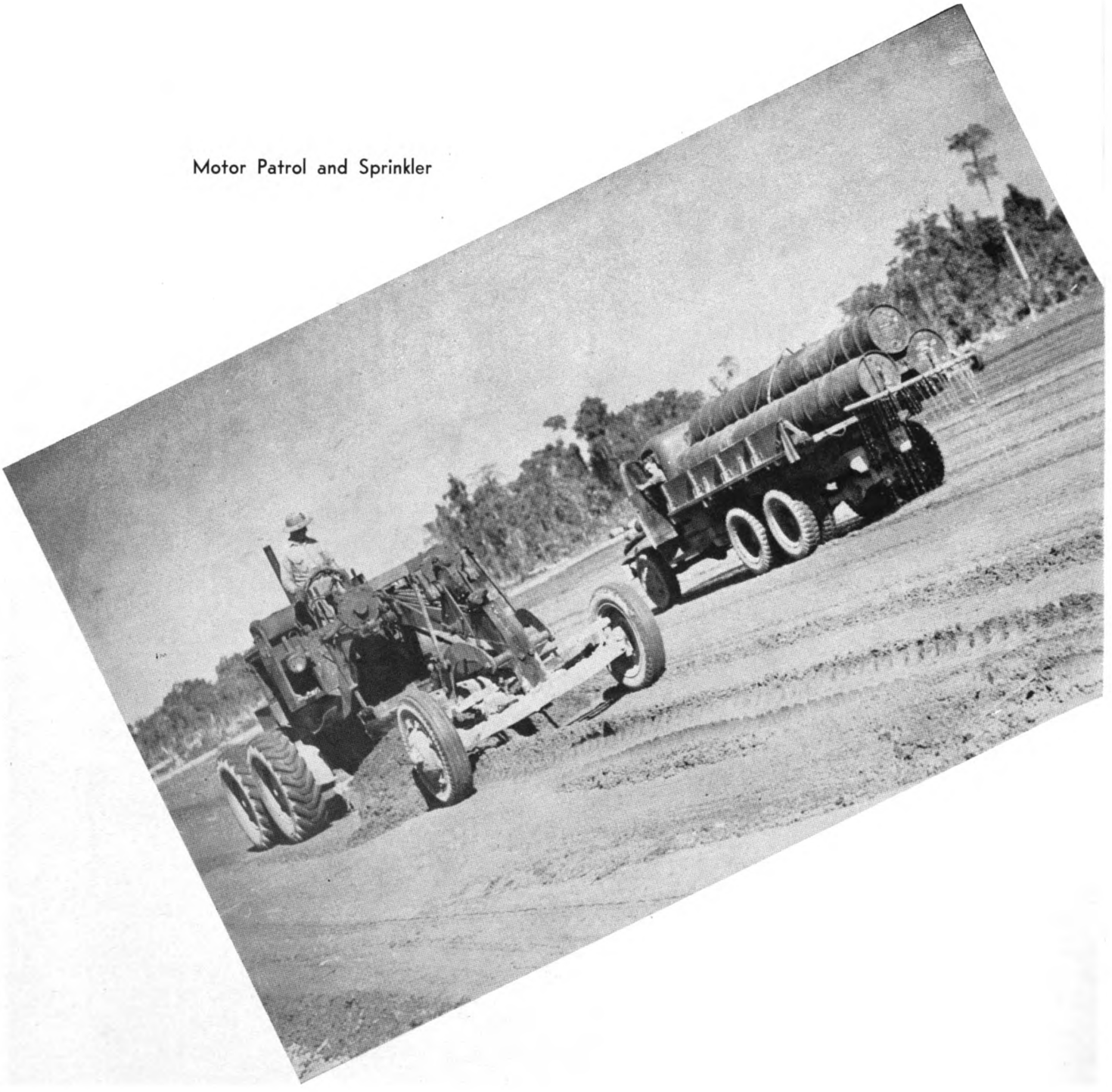
No Tail!



"Dump Her Here"

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Motor Patrol and Sprinkler



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Rolling and Grading Extension

the Piva strip and made runs along the hillside about two miles up from our camp. Many of us stood on little hillocks, or oil drums, and watched the spectacle. Our dive bombers made their runs methodically and power-dived onto the Jap positions. We could see the bombs leave the planes and the explosions, fire, and smoke when a hit was made. After having been on the receiving end for several days, we just stood and cheered with every hit.

Following the work of the dive bombers our artillery opened up on the enemy. Every gun that could reach the spot of Jap troop concentration for that "extermination push" was trained and opened up with a deafening roar and a ground vibration which did not let up for hours. U. S. cruisers, standing off shore in Empress Augusta Bay, opened up each night and sent barrage after barrage into the Jap positions. We were going after them—and we got them.

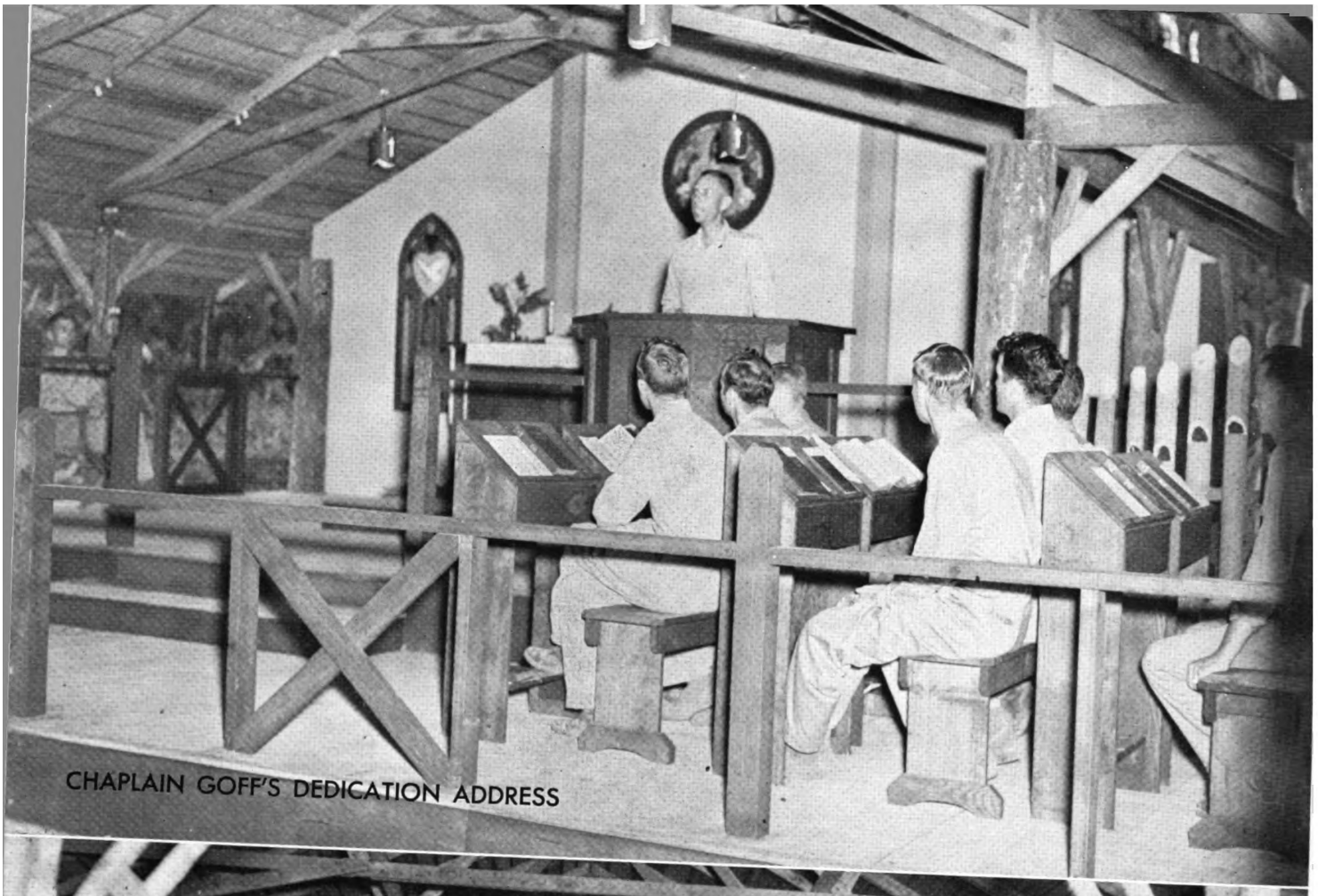
During the last few weeks of our stay on Bougainville, we had no more air raids. However, the day we boarded ship to leave Bougainville for Emirau in the Bismarck Archipelago, the Japs dropped shells on the Torokina strip, the Piva strip, and in our old camp site. From ship deck we saw the dust kicked up on Torokina strip from exploding shells.

Gradually, many of the men built comfortable and even luxurious living quarters. The average tent had accommodations for five or six men. Some had more or less, depending on circumstances. The tents contained cots, bedding, and personal effects of each individual. There were no floors or accessories such as chairs, tables, or hat racks, but we called them home, and we were well off.

Seabee field dress on Bougainville was the marvel of marvels. The men were issued Marine field jackets and trousers. We already had fabric jungle hats and the usual Navy white hats, dungarees, and blue shirts. From the Army we got field khakis. From the New Zealanders some managed to get heavy field shoes. Because of the steaming tropical weather, some men trimmed the legs off their trousers and made shorts. Most men worked without shirts during the day. We wore combinations of any or all of these, and a more motley loking bunch would have been hard to find. We looked rugged—truly we *were* rugged.

A great pastime of the Seaebes, besides playing poker and black jack, was hobby-lobbying in the first degree. Some were accomplished at making rings from downed Zero plane propellers or wrecked Corsair blades. Others made bracelets from bits of aluminum taken from Jap planes. Some vied to see who could make the best looking knife handle from clear or vari-colored plexi-glass. A few made picture frames from rare tropical woods; others captured and made collections of tropical insects

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



CHAPLAIN GOFF'S DEDICATION ADDRESS

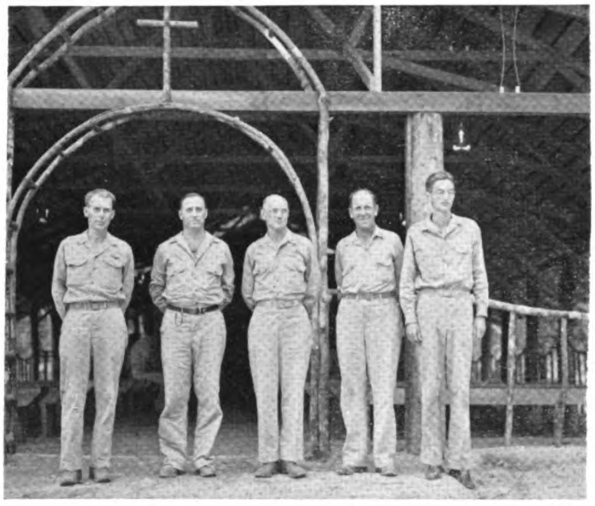


GATHERED F ER

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Approach to MAG 24 Chapel



Dedicating Officers

and lizards. Each new island was bringing with it new things to be made.

Battalion pets included about six native dogs and two stateside dogs. The top of the lot was a chow named King, belonging to H. J. Moberly. In addition to being master, he was the island Romeo. Butch, a little short-tailed dog of mixed pedigree, which belonged to G. J. Hayes was known as the smiling dog. He was proud to ride the dozer with his master and was a friend of all the mates. The native dogs were quite lazy, looking like blood hounds with stiff, pointed ears. They were good scrappers and generally itching for a fight.

We had many famous visitors at the 77th camp. Admiral W. F. Halsey visited Bougainville while we were there and inspected some of our work; Major Torgerson, the man who sealed the Japs in caves at Guadalcanal, was another. Major Torgerson's feats were noted in "Guadalcanal Diary." Captain Ernie Nevers, Major Marion Carl, bagger of 19 Jap planes, Major Stub, and Major Ernie King, Marine aces all, visited us, as did an Australian Colonel in command of a Fijian battalion.

The 77th Battalion received considerable publicity for its work on Bougainville. In addition to receiving mention in the Seabee book, "Can Do," by William B. Huie, the story of the battalion's work under shellfire, mention of some of our living conditions, and our invention of an ice cream freezer were published in the San Francisco *Chronicle*, Chicago *Daily News*, and other newspapers throughout the country. Reproductions of V-Mail greetings fashioned in the jungle by men of the 77th were reproduced in a Minneapolis newspaper and in several trade publications. Write-ups of the battalion were made in various Seabee newspapers. A picture of the battalion sign appeared in "Bee Lines," Camp Peary, Virginia. At various times "Seabee News Service" carried items on battalion accomplishments.

A work of special art and careful construction was the Marine Air Group Chapel on Bougainville. It was a spacious structure made of jungle timbers and poles, artistically designed and finished with rostrum, choir loft, and palm tree poles simulating organ pipes. A rose window and stained-glass window imitations were painted by Seabee artists on Engineers' tracing linen. An interesting thing about the windows is the fact that they were blown from the casings twice—once by concussion of Jap bombs, once by concussion of Jap mortars. Being cloth, they were unharmed and were replaced in their frames.

And so once again we were ready to move on—to leave again the temporary comfort of homes we had built and to go on to scenes of other conflicts.

Dedication Ceremonies



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



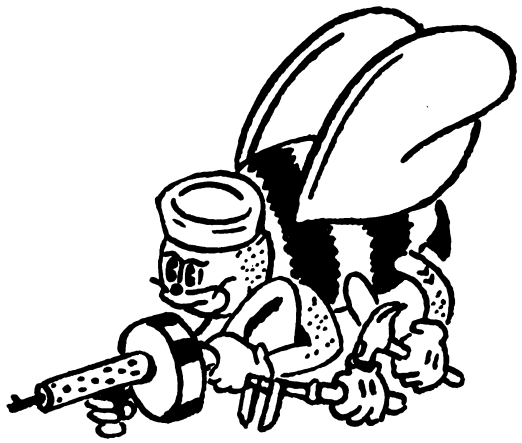




Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



THE 77TH ON EMIRAU

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Flags in Front of O. in C. Office

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



Masseu

The same men who pooled their skills, stamina, and courage with such success throughout the entire Solomon campaign were again called upon for a repeat performance. When future historians are writing about the present war, when they examine all the records of accomplishment, of effort, of morale, of contributions to military success, the exploits of an outfit of this caliber will be deserving of high acclaim.

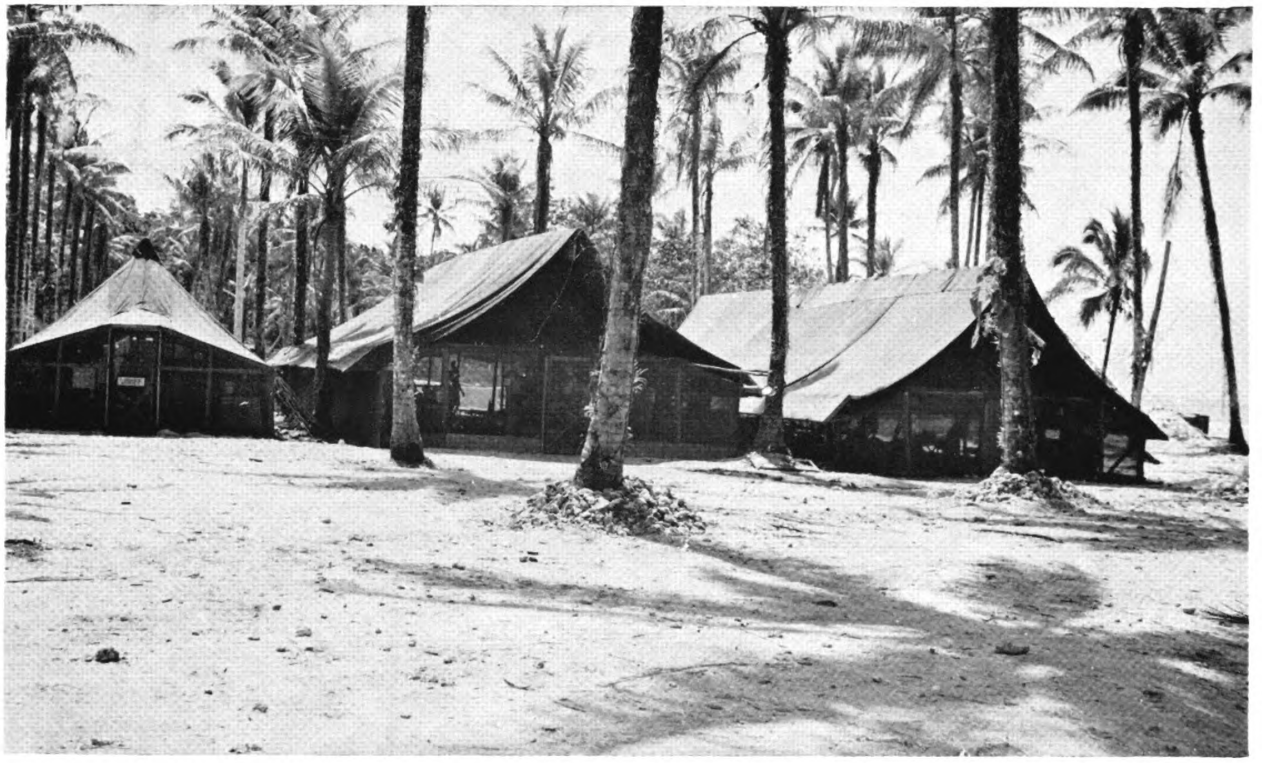
Our men, having had an active part in the desperately bloody struggle waged by our forces on Guadalcanal, Vella La Vella, and Bougainville, experienced certain misgivings about the contemplated move to Emirau. For the first time we were being sent to an island that had no sacred battlefields, no history of epic military successes. To the majority of us it was simply an unknown, unheard of spot in the Pacific—we didn't like it much.

We left Bougainville on 11 April aboard three LSTs and three LCIs, aware that we were again facing the dragging monotony that is life on a troopship. The entire trip was without incident and typical of the boredom we had expected. Each day came quietly, sun, sea, and sky, the ships of the convoy, and occasionally a flying fish. Life belts were issued and worn the first day, but as the heat increased they were merely carried or sat on. We probably would have left them elsewhere, but regulations required that they be within reach. There were the endless chow lines, the recurrent calls to quarters. At night the situation was no better. The deck was lined with sleeping Seabees, and only the use of the touch system would bring the venturesome sailor safely back to his bunk. During the day, the regulation dungarees and shirt were discarded as everyone became more aware of the heat and less concerned about "fancy" dress.

As the little convoy approached the southern shores of Emirau on the 14th of April, a driving rain whipped along the decks. The land before us appeared to be slate-grey and partially concealed by the heavy mist.

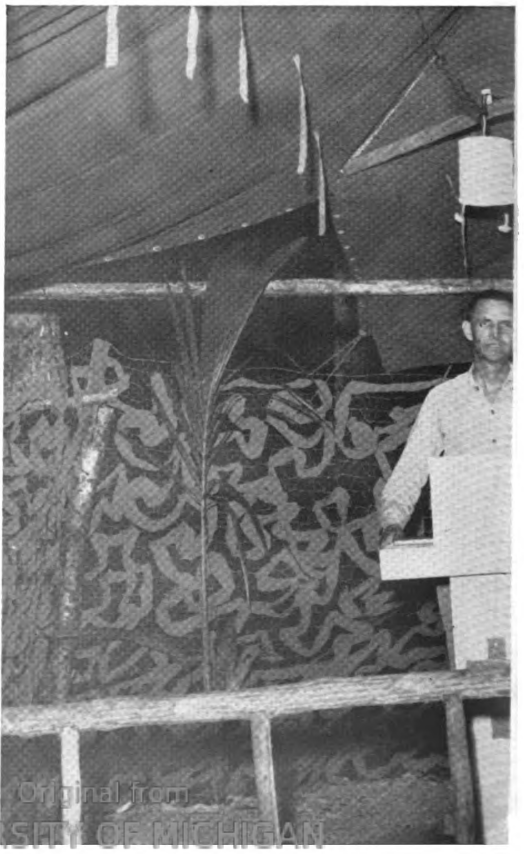
The vessels were beached, and efficient landings effected with no enemy action. The landing details

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Hospital Wards

Inside 77th Chapel—Chaplain Goff

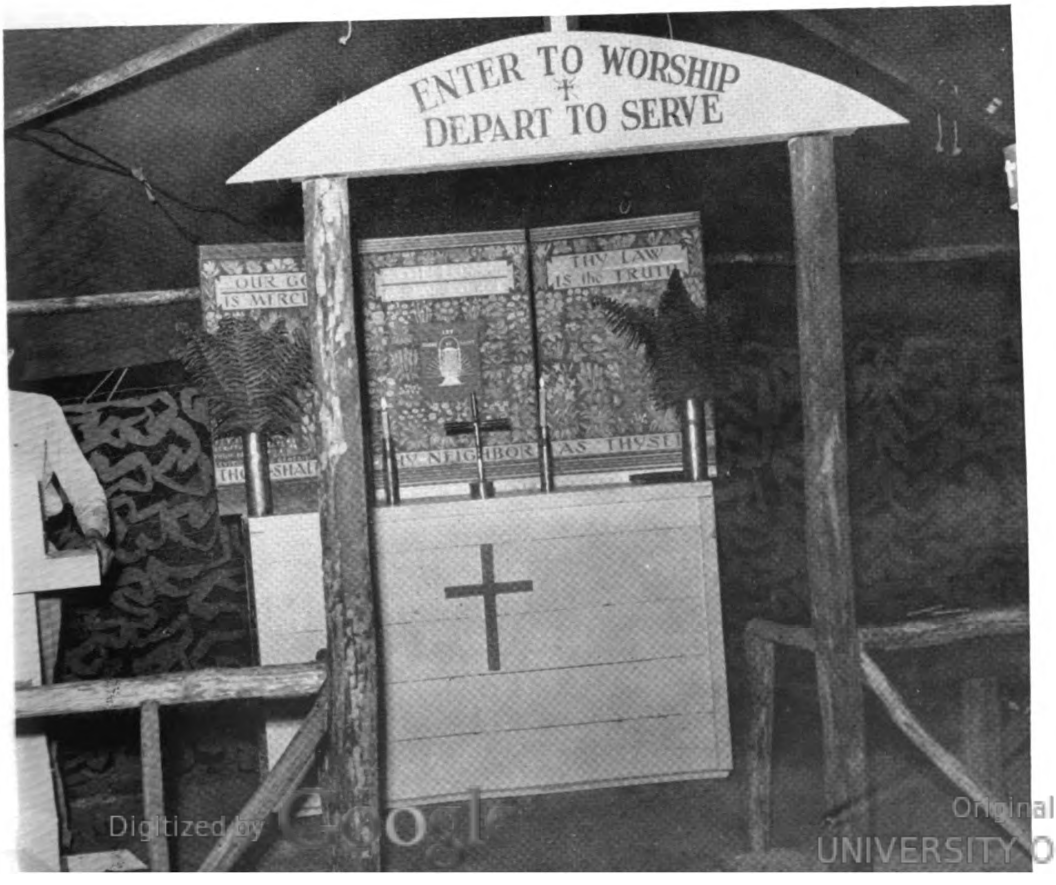


E
M
I
R
A
U

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



O. in C. Office



E
M
I
R
A
U

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN



Administration Area

were facilitated by carefully planned loading, supplemented by the fact that the entire cargo was on wheels.

Now that we were in a position to take stock of what we were up against, the picture became more drab and depressing, a little more slate-grey than the island had looked. There was no dock space, no warehouses, no nothing—just jungle, and water, and heat, and cargo sitting in the rain as it spilled from the yawning mouths of the LSTs. The most vital equipment was bucked back to the campsite. The blazed trails we had made were turned into a mire of mud by the heavy rainfall, and created unforeseen difficulties in the transportation of personnel and equipment.

Arms wielding picks, shovel, machetes, aided by our bulldozers, worked hard to clear the jungle and level the building sites. Crews were busy construct-

Enlisted Men's Mess Hall

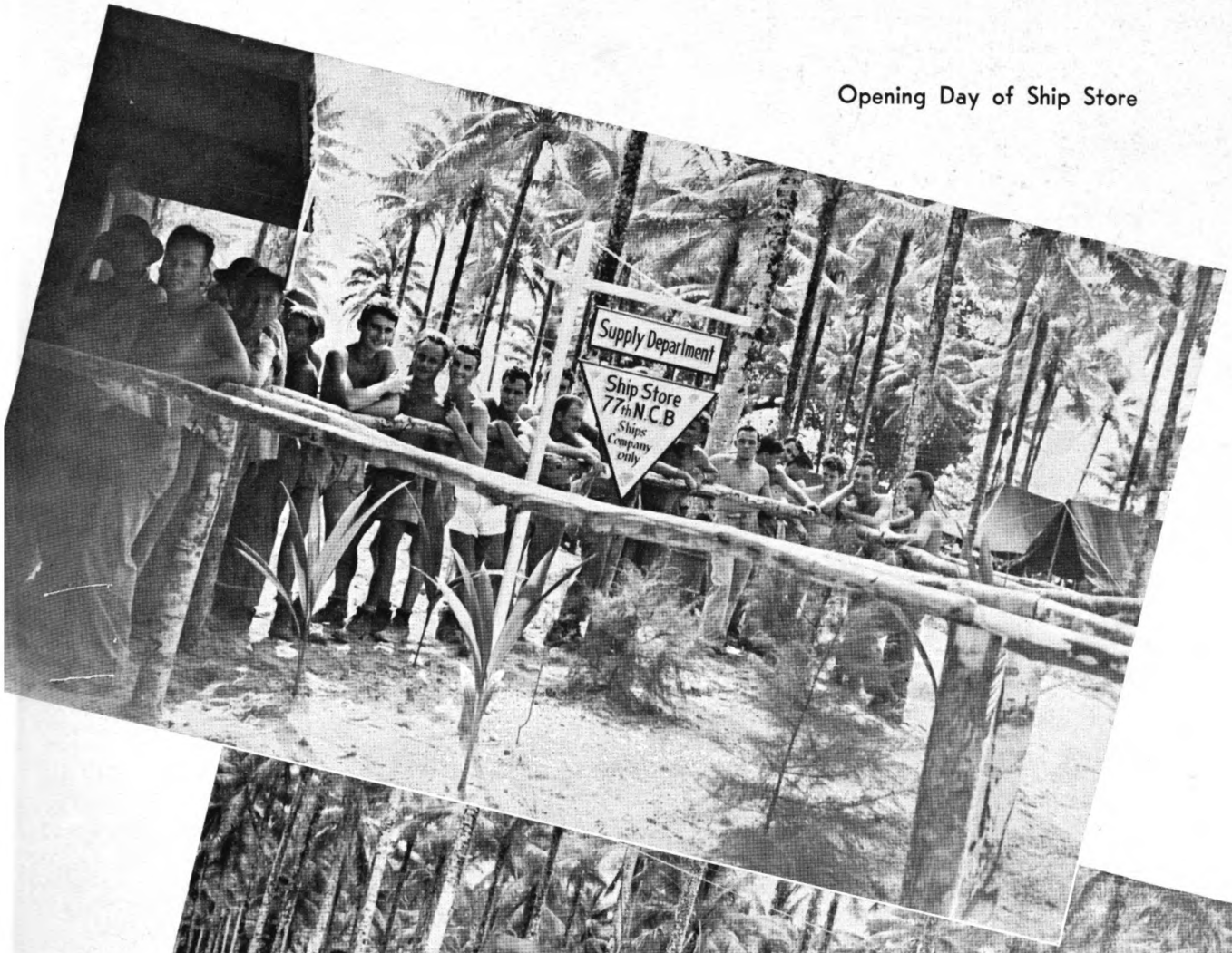


ing the tent area, the course of roads, and vital buildings. By nightfall, over 150 tents were up and every man in the battalion under cover. The men didn't talk much during these primary tasks; the work was too urgent to be done to the tune of idle scuttlebutt. Our only tune was the clatter of hammers and the screaming of saws that caused crates of building materials to melt away from their ugly heaps along the roadside. The speed of these Seabees, working individually and as a team, proved the efficiency of American working methods. We did it despite heat and mud and boredom; we did it notwithstanding the physical and climatic strains we were subjected to. That day we wallowed in mud up to our ankles, tangled with jungle vines and endured deluges of driving rains. Following a meager meal of rations, and a variety of expletives to properly convey our outraged feelings, we had just enough energy to reach our tents and flop into damp, soggy bunks.

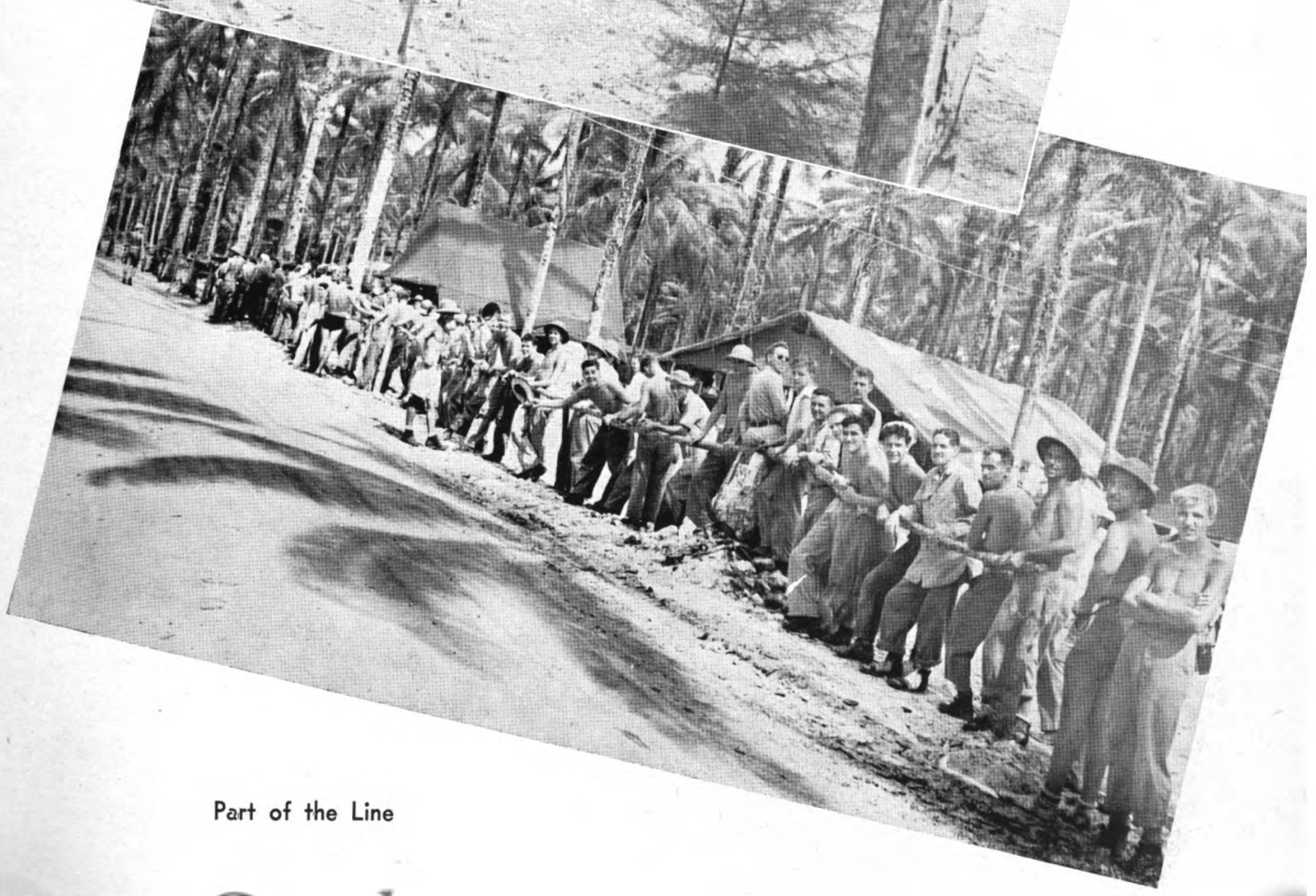
We learned in the following days just how much Emirau was to figure in the prosecution of the war. The island, at the time of our landing, was the most northerly outpost in the steam-roller American drive to Nippon. It was strategically situated 70 miles northwest of Kavieng, 210 miles northwest of Rabaul, both in Jap hands, and 600 miles southwest of the formidable Japanese naval base of Truk. The attempt to nullify these strongholds through concentrated aerial strikes was the immediate object, and a Master Plan was devised calling for two strips, three parallel taxiways and connecting roads, a tank farm, a complete road system, a base hospital, flight personnel camp facilities, defense installations, and a communication system. In addition, facilities for a PT base were to be constructed. All requirements of the Master Plan and its collateral items were completed well within the specified time limits in a manner highly praised. Other construction battalions participating on the island of Emirau were the 27th, 61st, 63rd, and 88th.

That slate-grey impression we got of Emirau was certainly not agreeable, but our hasty conclusions

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Opening Day of Ship Store



Part of the Line

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Laundry and Showers

were completely altered. We learned of scenery here that might have come out of a travel folder. It was not long before we began to know this place. A little exploration disclosed the tropical beauty of Emirau. Along the perimeter of the island were sheer cliffs rising from the sea, the tops lush with green jungle foliage. Under the cliffs were caverns where the sun's rays filtered through natural apertures in lofty ceilings, giving the intruder the feeling that he had suddenly stepped into a world of fantasy. Tall, leaning coconut trees lined the beaches. The green backgrounds of the lower valleys were studded with brilliant flowers. Banana, papaya, and mango trees were everywhere, yet not in the symmetrical rows of the orchards of the new world. Fruit was in profusion, and we Bees were not the ones to resist it.

Work started on the facilities and installation of MAG 12 almost immediately upon arrival. It is impossible to enumerate all the projects connected with the building of a Marine Air Group, but we can elaborate somewhat on the extensiveness of the task. In addition to the two 7,000-foot coral strips there were full-length taxiways and connecting roads, operational towers and communications facilities, warm-up areas and hardstands, and such field requirements as dispensaries, ammunition buildings, bomb dumps, aviation gas dumps, shop areas, service group shops, administration areas, and field personnel camps. Simultaneously, we built the camp areas for the officers, pilots, and enlisted men of Acorn Seven.

We built water storage units to chlorinate the well-water which supplied drinking water for ourselves and other activities. We built fuel supply facilities consisting of three 10,000-barrel tanks and 19 1,000-barrel tanks with connecting pipelines, unloading stations, and circulating pump stations. These tank farms were located at Hamburg and Thomas Bays. The laying of the pipeline from the latter tanker mooring to control stations was an especially commendable job. By far the most hazardous jobs were the diving operations on the tank farm, for treacherous barracuda and shark were ever present in the waters. We dynamited the area, and our men proceeded. Seabees just do not stop because of hazards.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



New Recreation Center Site

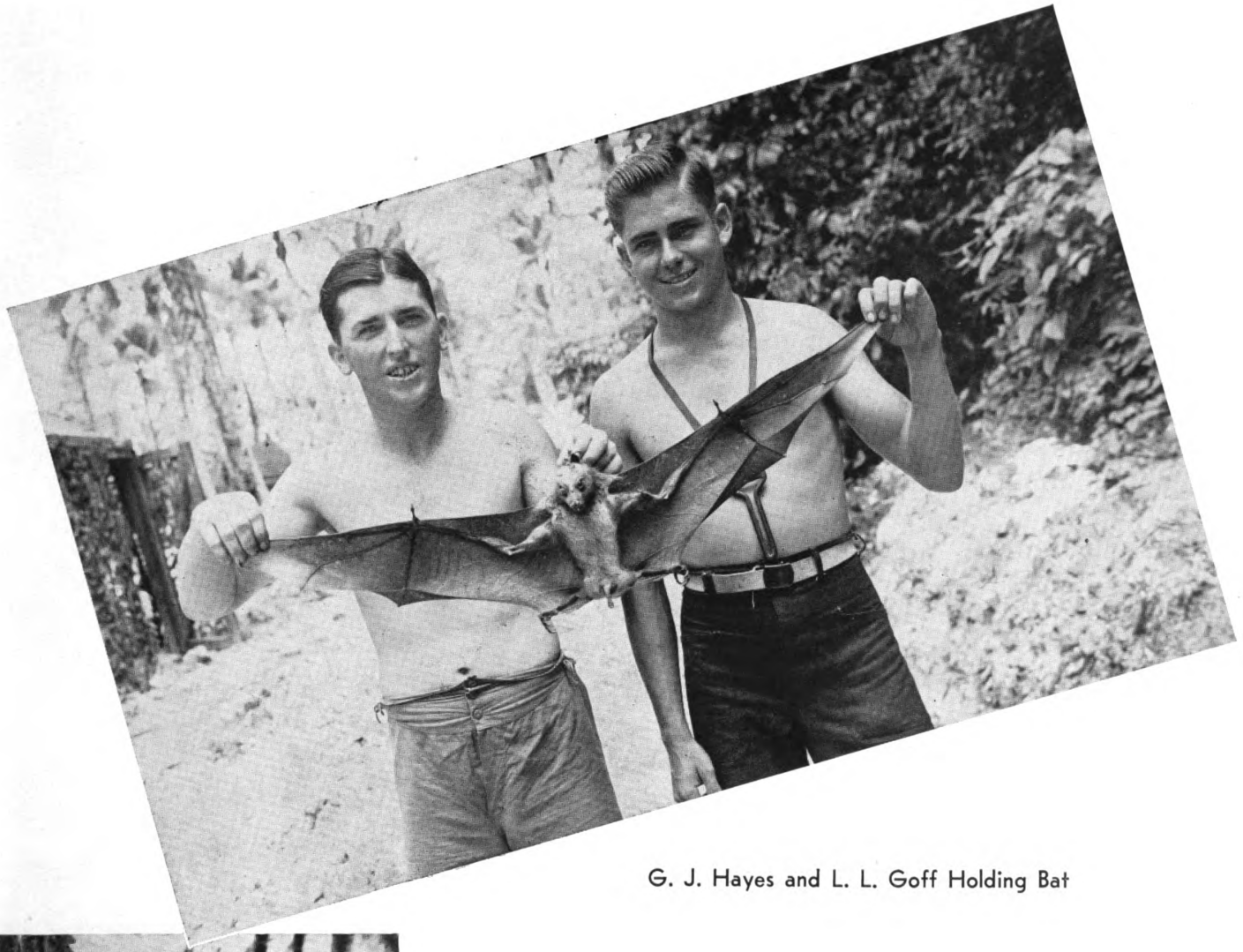


Some Turtle

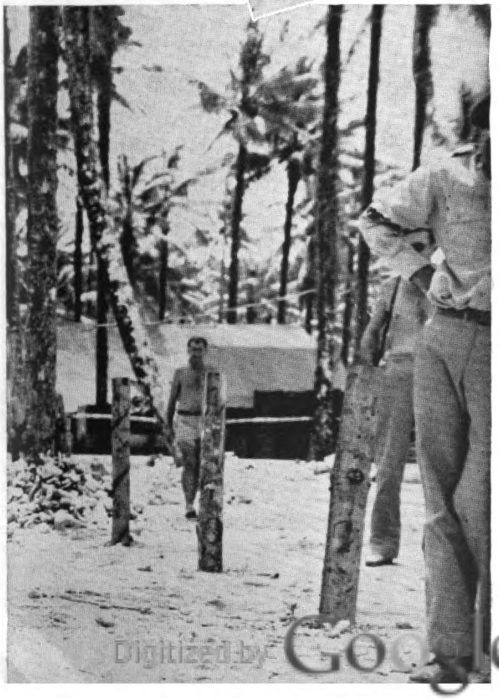
Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



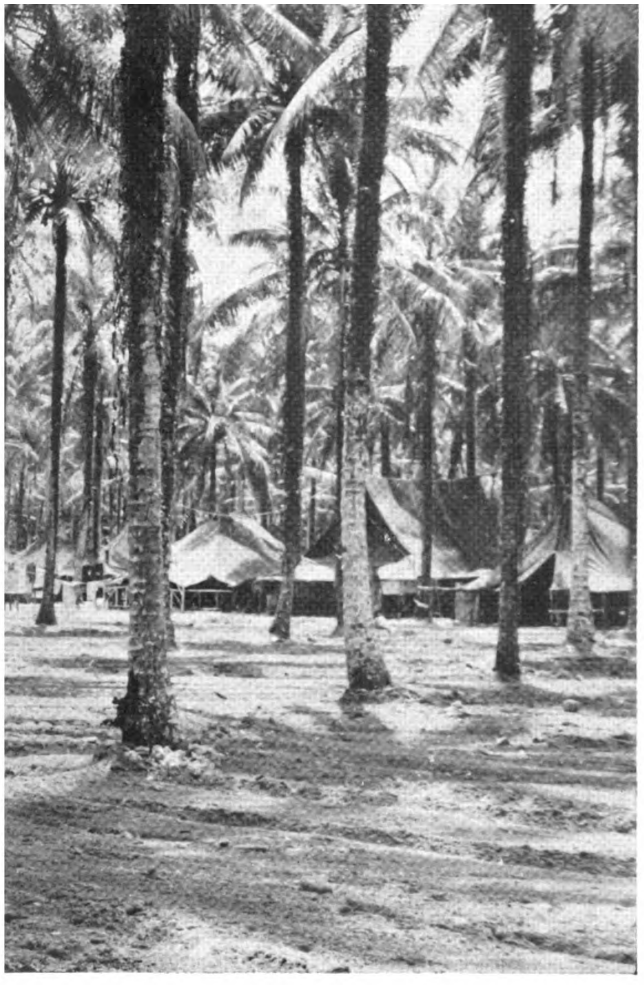
G. J. Hayes and L. L. Goff Holding Bat



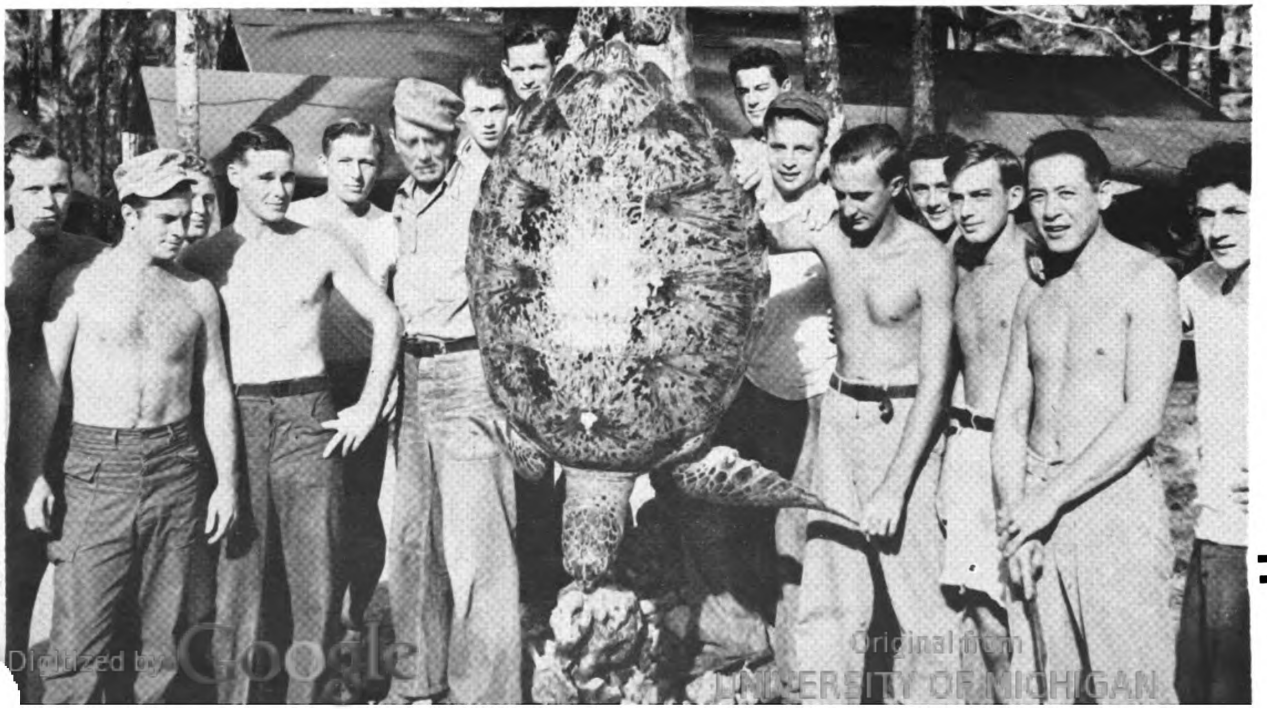
Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Soup



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



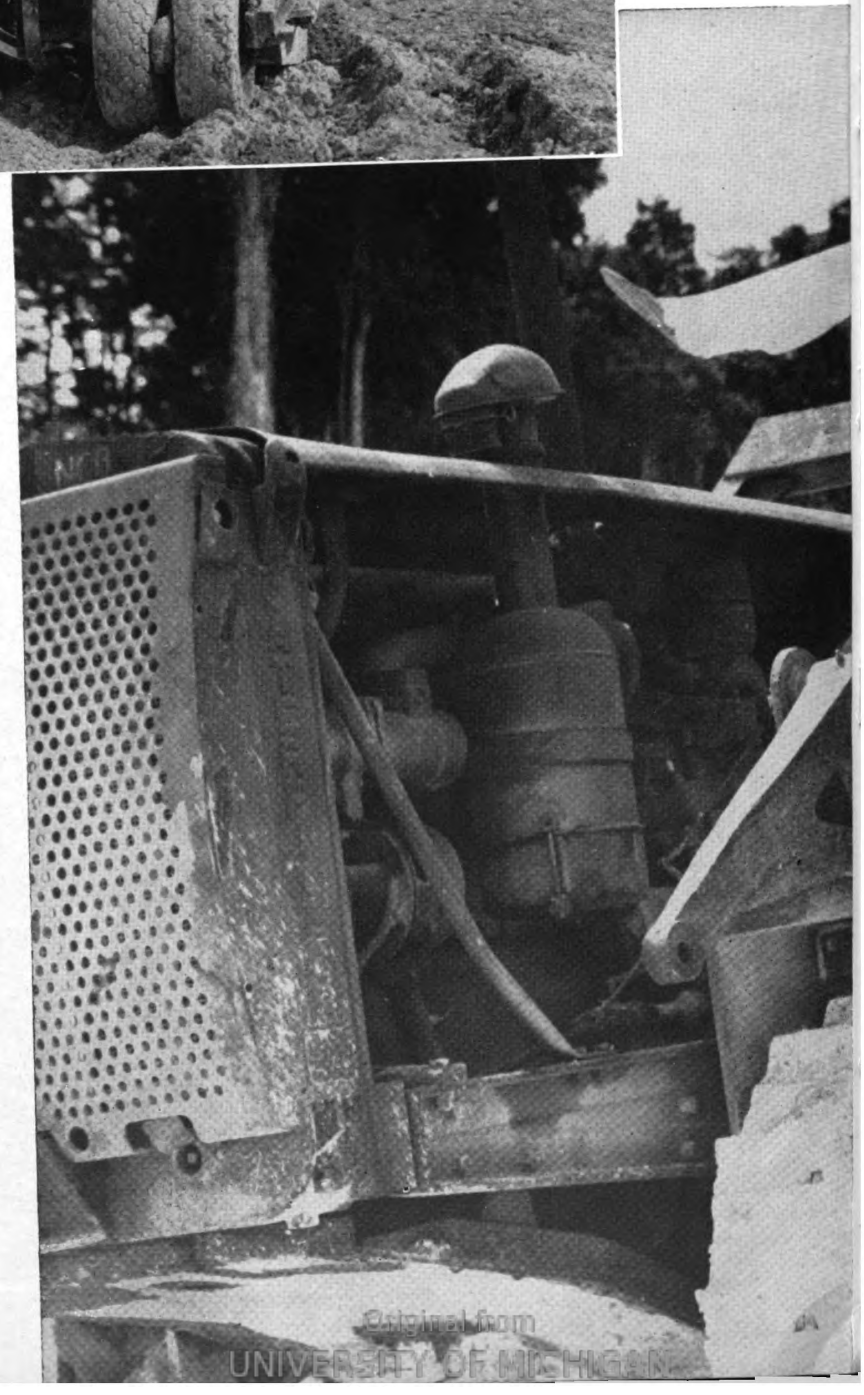
No. 3 In Action

Culverts



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





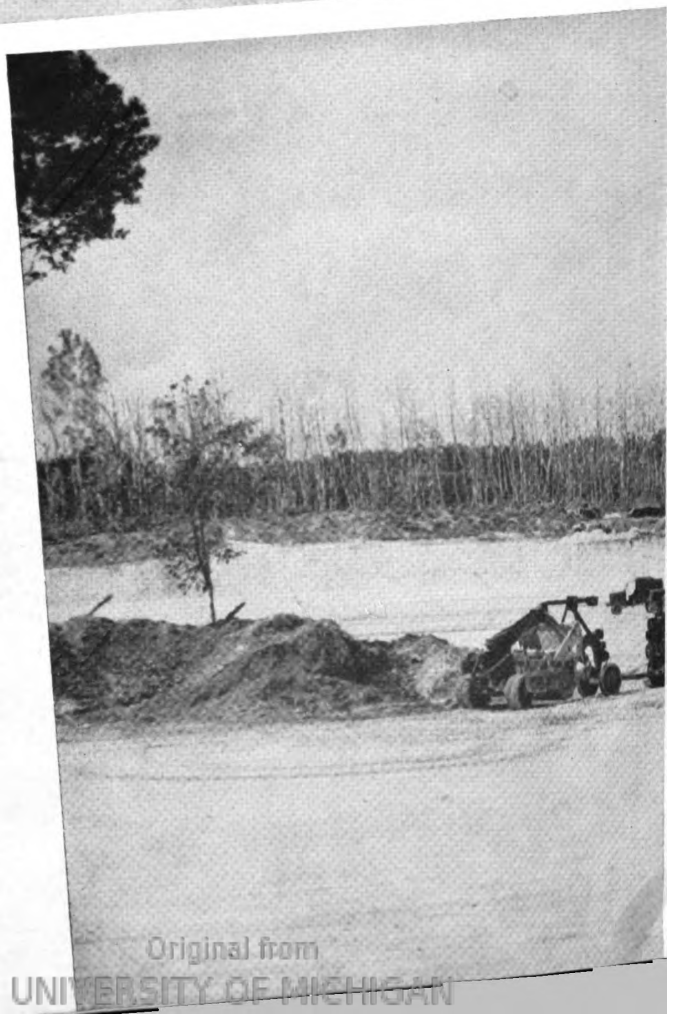
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

WRECKED TBF AND 77TH CAT . . .
THE CAT WON



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





Taxiway and Strip

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



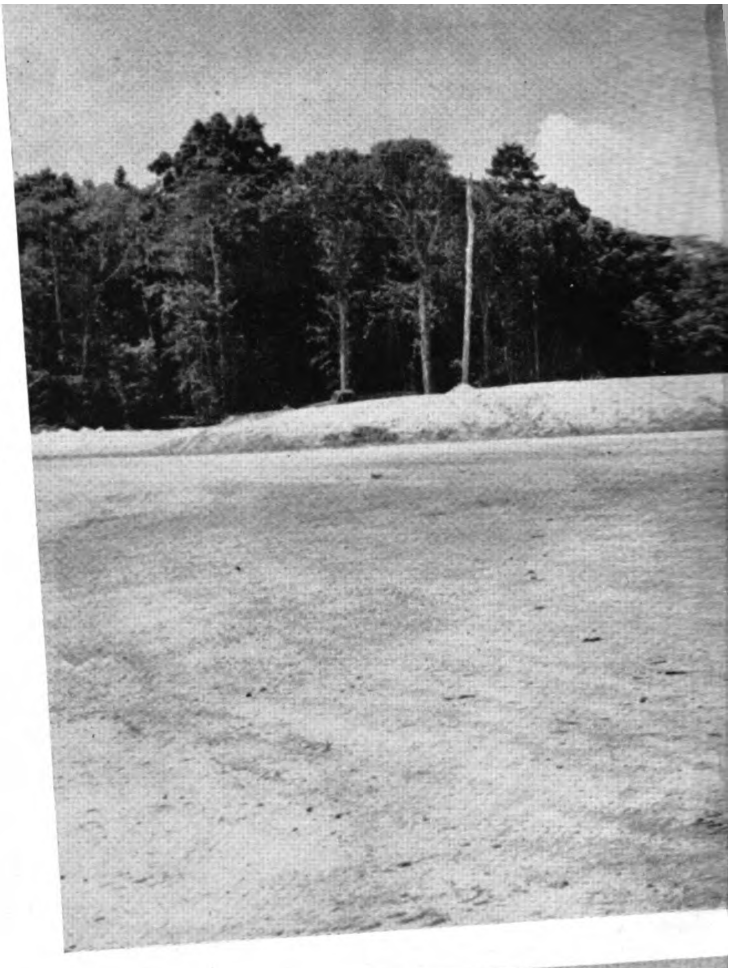
Completing Fighter Strip Taxi Way



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Control Tower



Digitized by Google
Original from UNIVERSITY OF MICHIGAN





First Night Fighter Landing

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google

The Scat area, which had a high priority because of its task of transporting personnel, mail, and freight in continuous runs, was rapidly built. An ingenious Seabee devised a sign written in the languages of the United Nations for the flight nurses' head so that there would be no mistake as to its use and no possible cause for embarrassment to its female occupant.

We were not a stationary group, and our mobility and efficiency were often attested to by the fact that we were called upon for out-of-town jobs in addition to the projects assigned to us on Emirau. The first of these required flying a welding detail of 15 men to MANUS ISLAND where they assisted in the assembly of a Dry Dock. This dock, the largest of its kind in the world, was floated in sections to Manus from the states. The second, and more sensational task, was the removing of an LCT grounded on a reef on MUSSAU ISLAND. This job was made more difficult by the absence of a road over which heavy equipment could be brought to the grounded craft. In addition to this, the rolling surf caused waves to break over the laboring 'cats and practically drowned the operators. Despite these things, the Seabees had been ordered to float the craft, and float it they did, within a few hours.

The working crews of the 77th, under the supervision of Lieutenant J. G. Clark, constructed a chapel that will stand as a monument to the fine craftsmanship of the 77th Seabees. It was a combination of chapel, stage, and recreation center and was unanimously agreed upon as the most elaborate and beautiful structure in the islands. The 40 by 120 structure, 14 feet in height from the cement floor to the bottom of the roof framing, was built Seabee Island style, using available materials to the best advantage. The ventilation system was simple, and the stage was so constructed that within a few minutes it could be converted from a chapel to a movie or theater stage. The altar and all other equipment slid into a wall closet. Disappearing footlights and a convenient dressing room were ready for use in any stage production. The outstanding example of resourcefulness and ingenuity was the stained glass effect as a background for the altar. Since glass was a scarce commodity, T. B. Preuit was again given a chance to display his

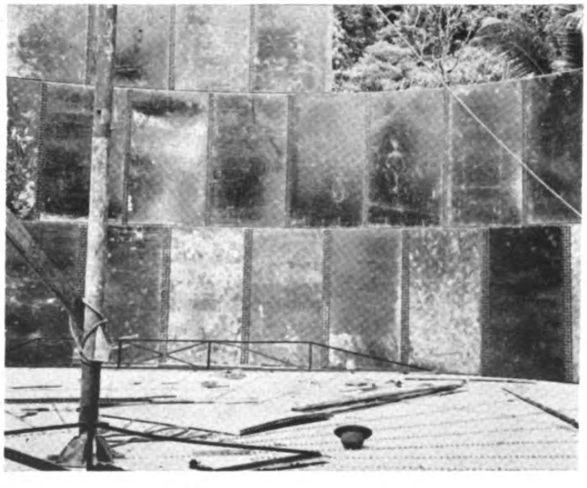


Constructing Tank

skill with tracing linen and oil paints. The result was quietly beautiful and added an overall solemnity and peacefulness to the interior. An elaborate chandelier was constructed from six 90-mm. and 27 40-mm. shells. The entrance was a spacious porch and was used as a band and reviewing stand during parades. Plaques bearing the insignia of the various units of the island were placed along the interior wall. At its conclusion, the chapel was dedicated by both Catholic and Protestant faiths.

All was not exhausting labor. After the master plan projects were completed, plans were made to provide adequate rest and relaxation for the officers and men. An open air theater catered nightly to a capacity house, fair weather and foul. Outdoor basketball courts were equipped with lighting for

Tank Sections Going Up



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

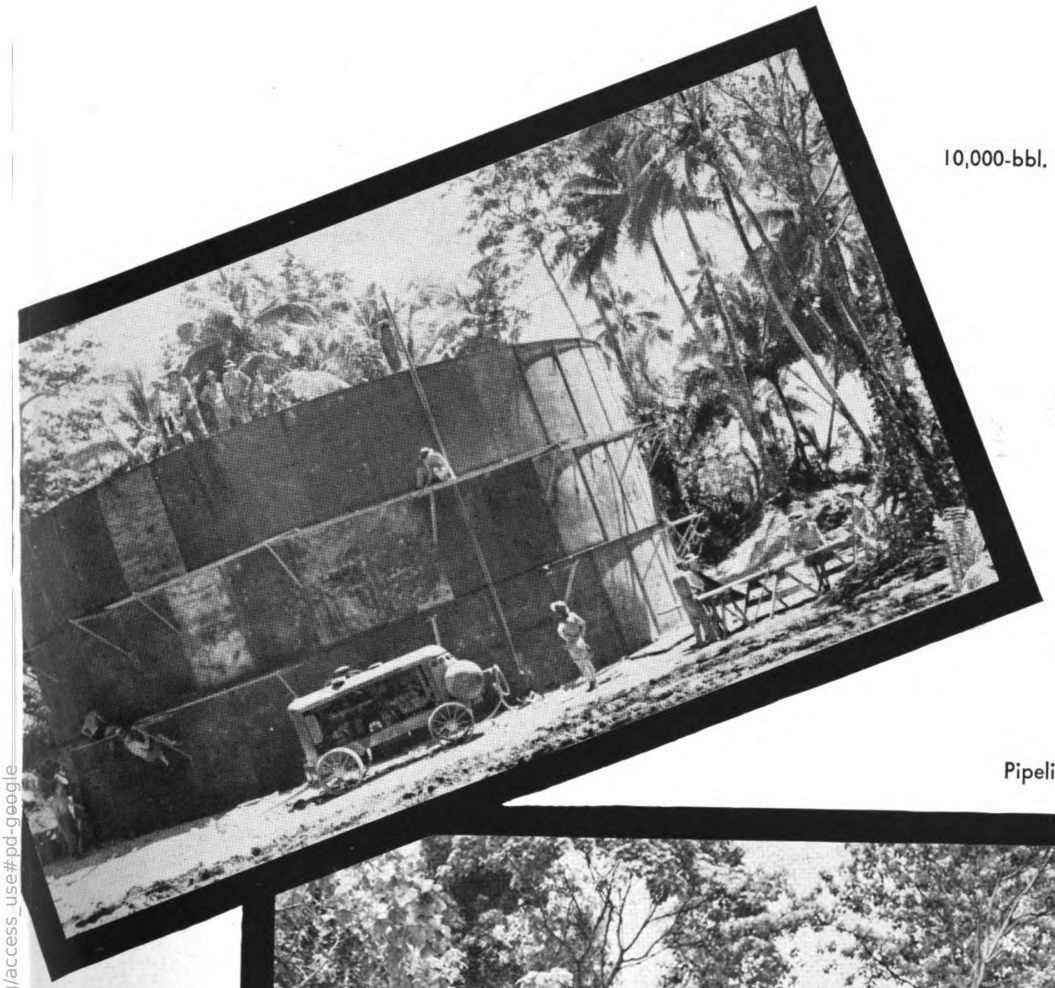


Pipeline Along Shore

Welding Sea Line



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

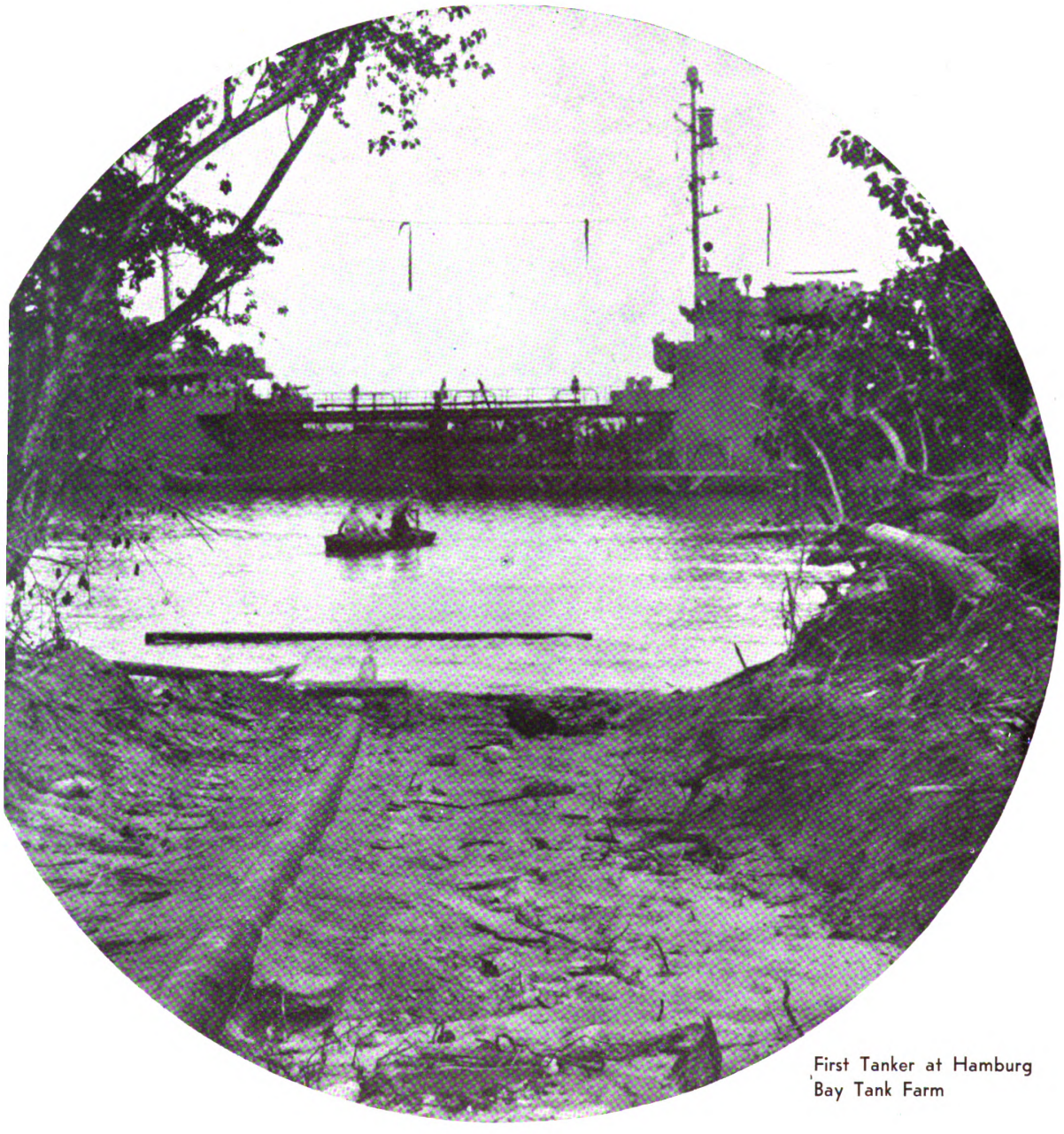


10,000-bbl. Tank

Pipeline Going Over Hill



Digitized by Google
Generated from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



First Tanker at Hamburg Bay Tank Farm

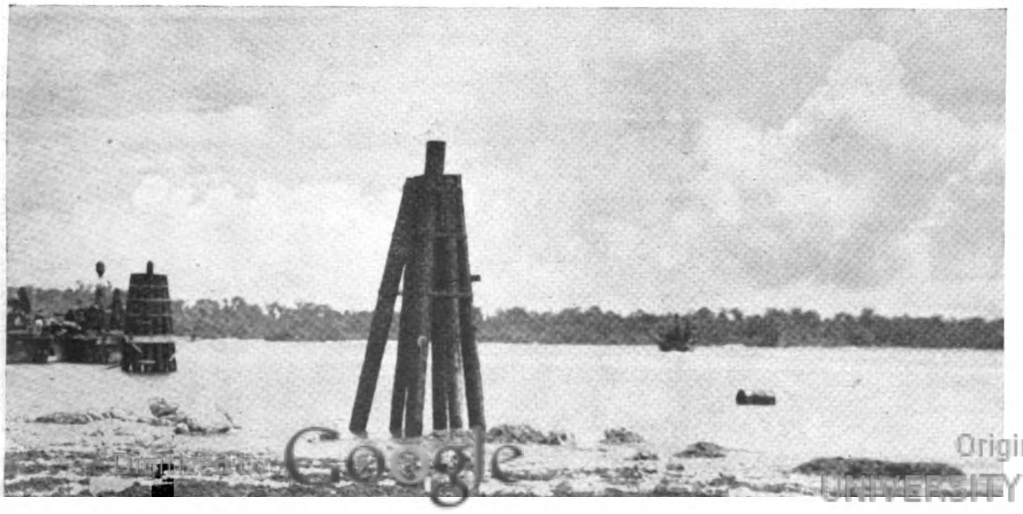


Dolphins at Hamburg Bay

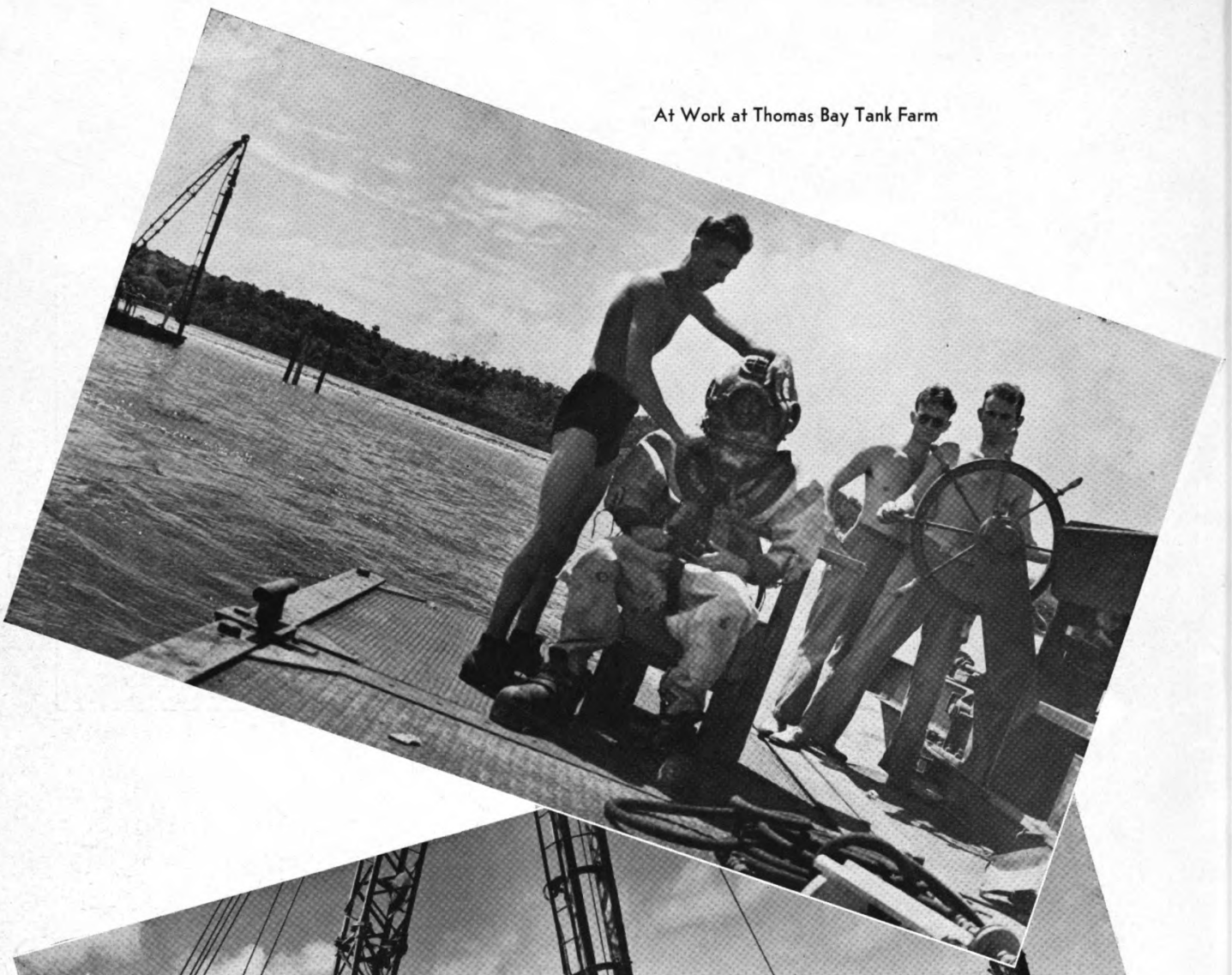
Digitized by Google
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



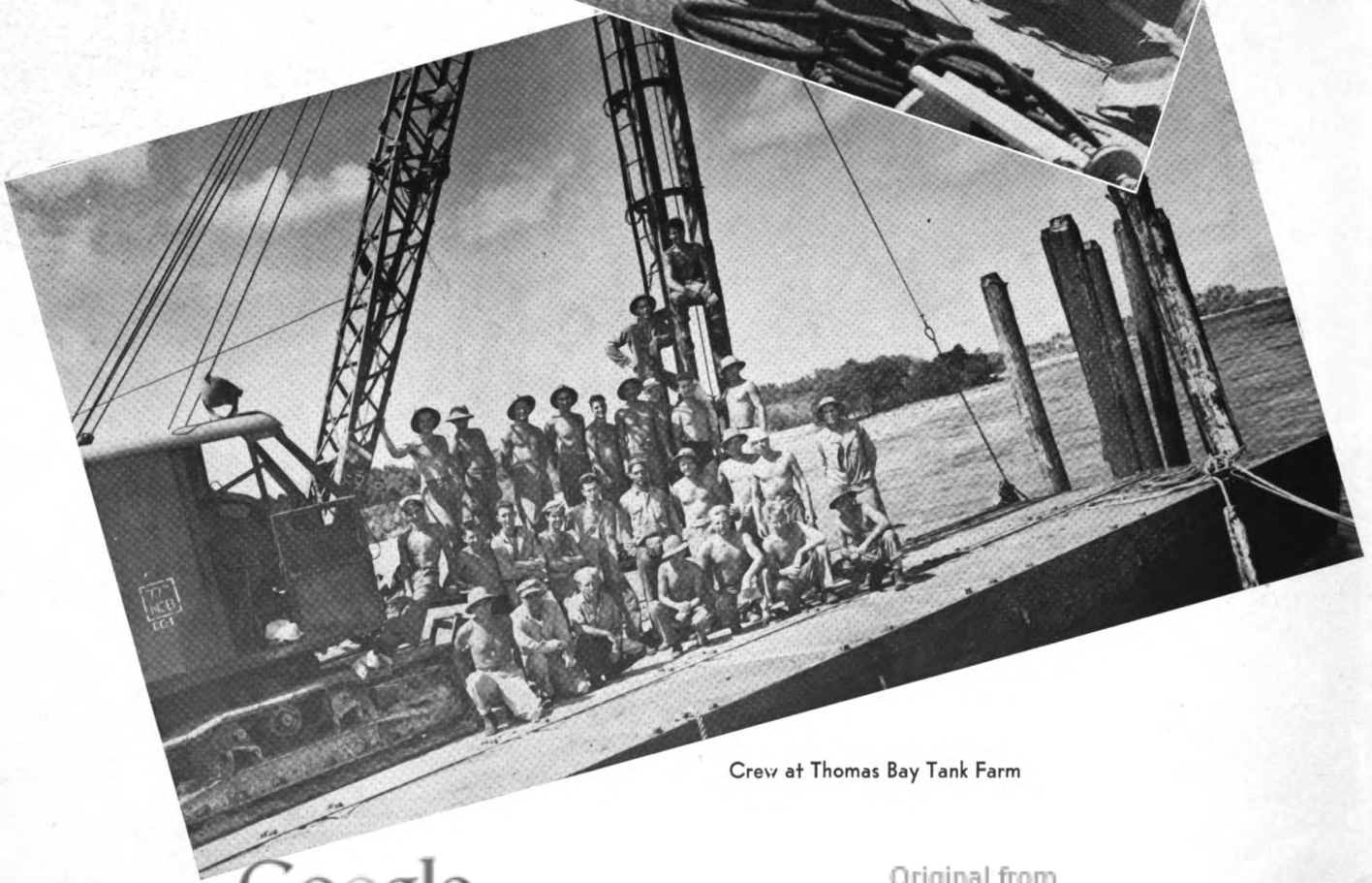
Hamburg Bay Pump Station



Public Domain; Google-digitized / http://www.hathitrust.org/access_use#pd-google
Google
Original from
UNIVERSITY OF MICHIGAN

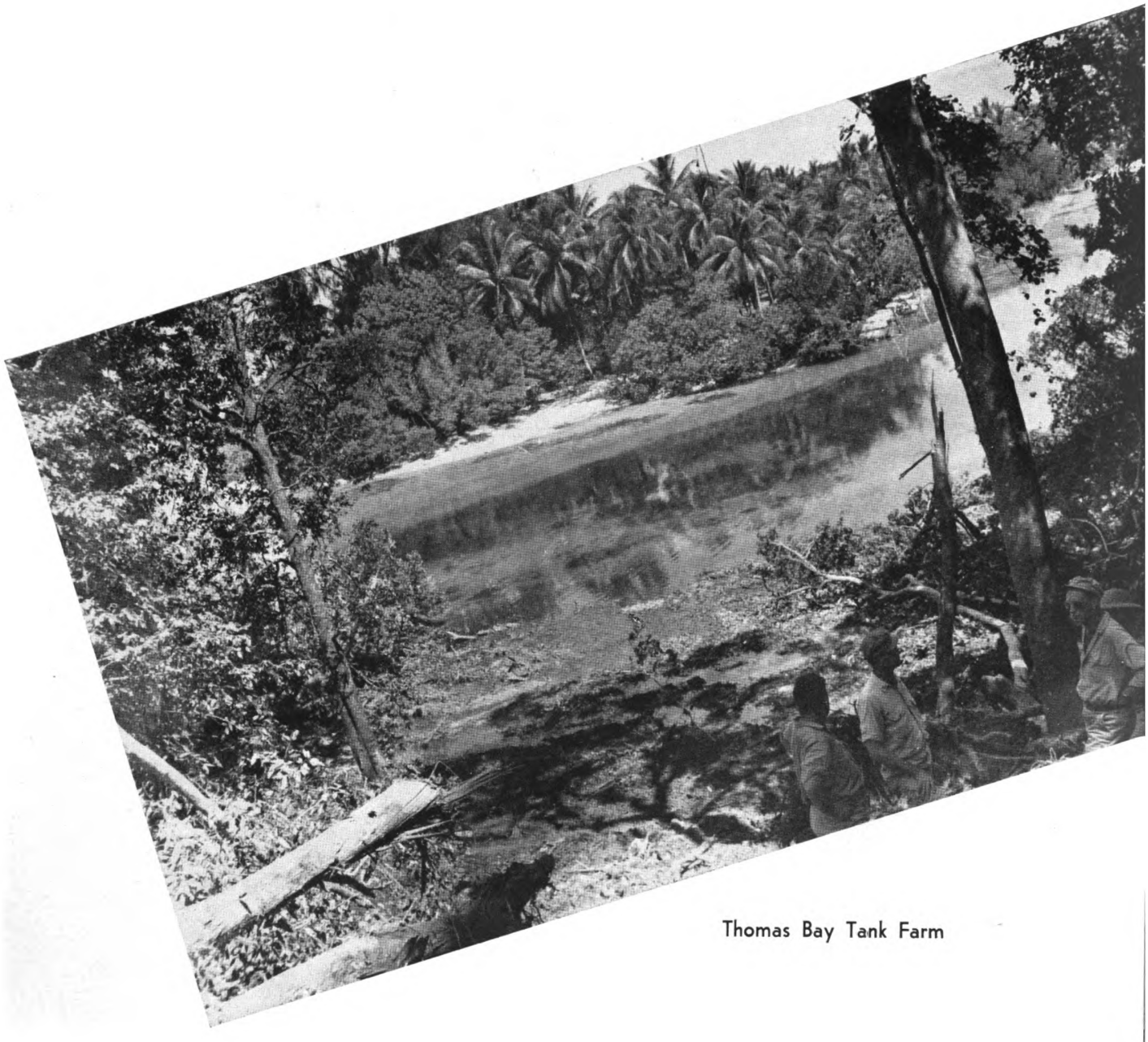


At Work at Thomas Bay Tank Farm



Crew at Thomas Bay Tank Farm

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Thomas Bay Tank Farm

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Finger Pier at White Beach

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

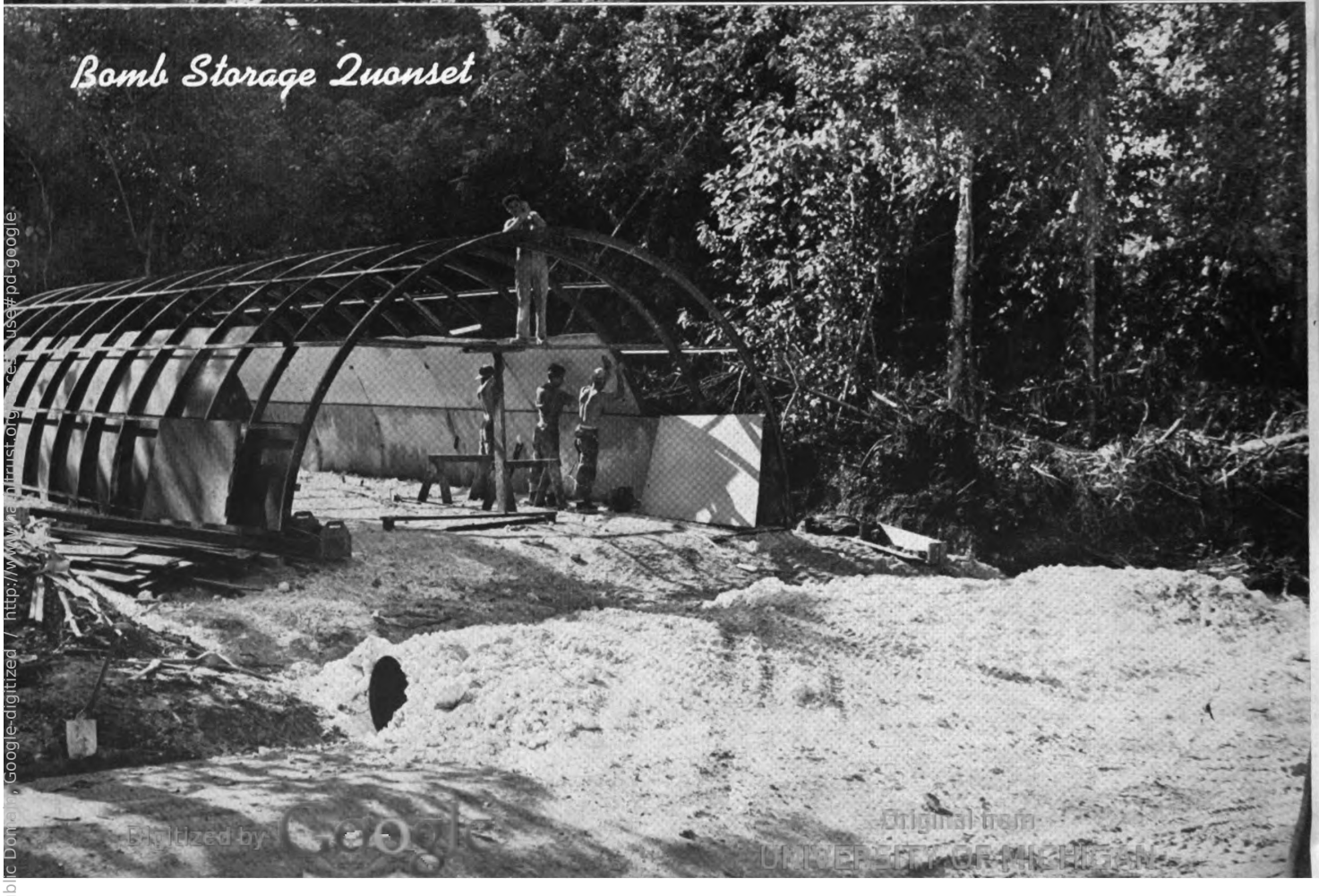


Water Storage Tank Under Construction

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain; Google-digitized / http://www.hathitrust.org/access_use#pd-google



Ribs?



Bomb Storage Quonset

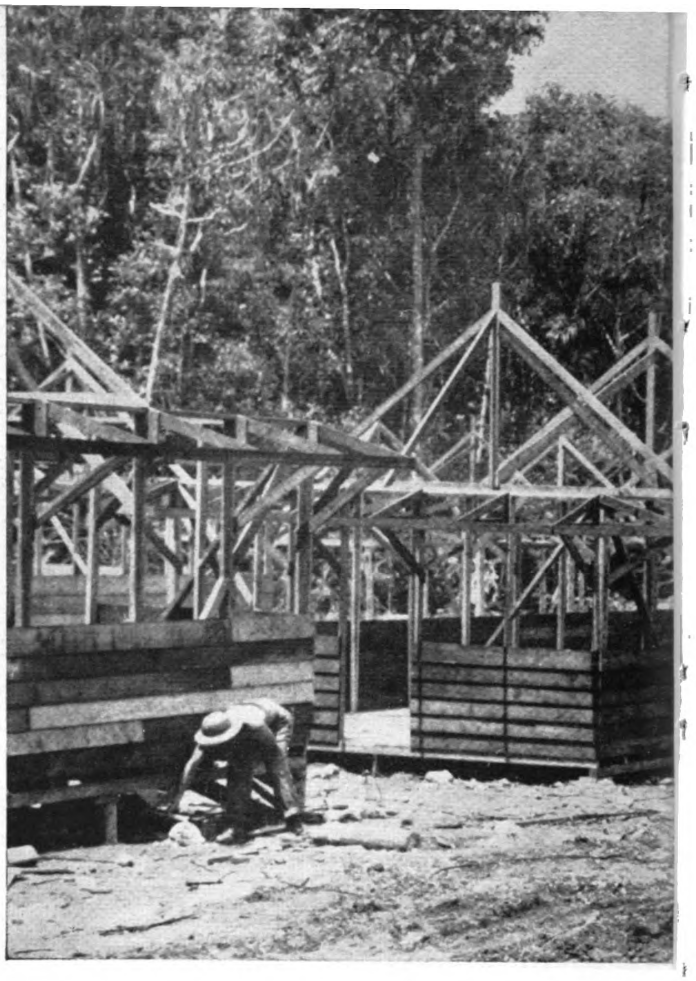
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

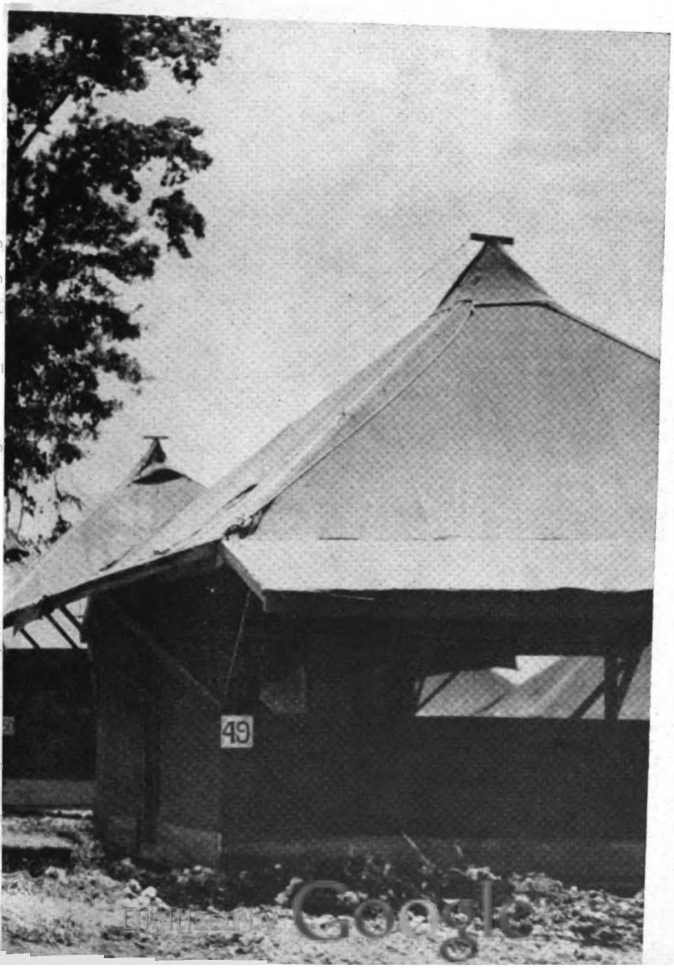
Marine Air Group Shop Under Construction





Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





Pyramid Tent Construction For Acorn Unit

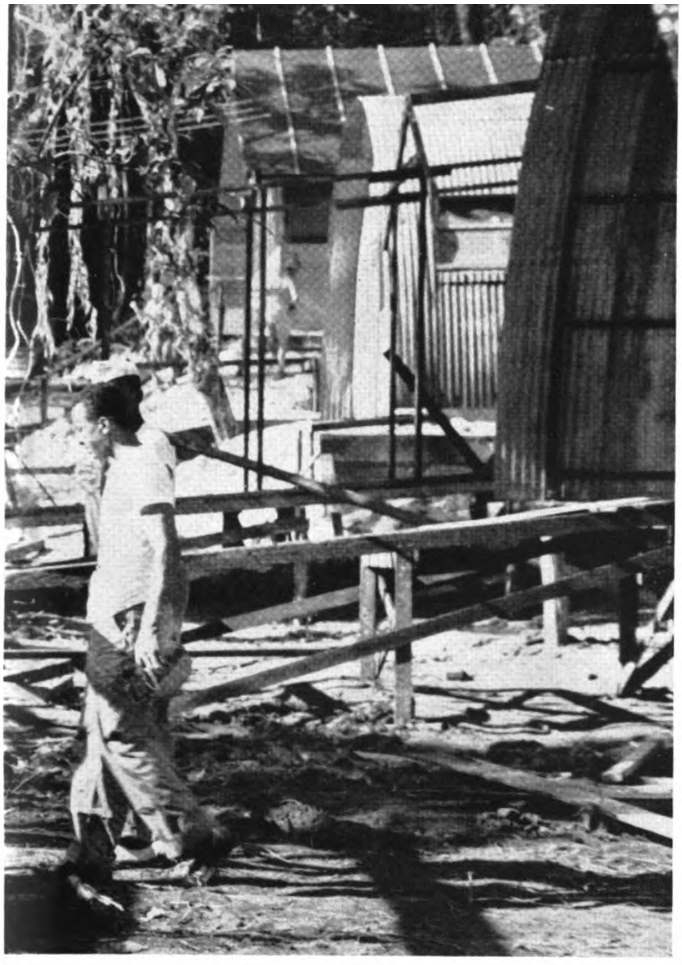
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from
UNIVERSITY OF MICHIGAN



Hospital For Acorn Unit



Digitized by Google
Digitized from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Ramp For Hospital



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



Waves at LCT Dock . . .
Purple Beach

Storm Hitting Docks



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Loading Coral



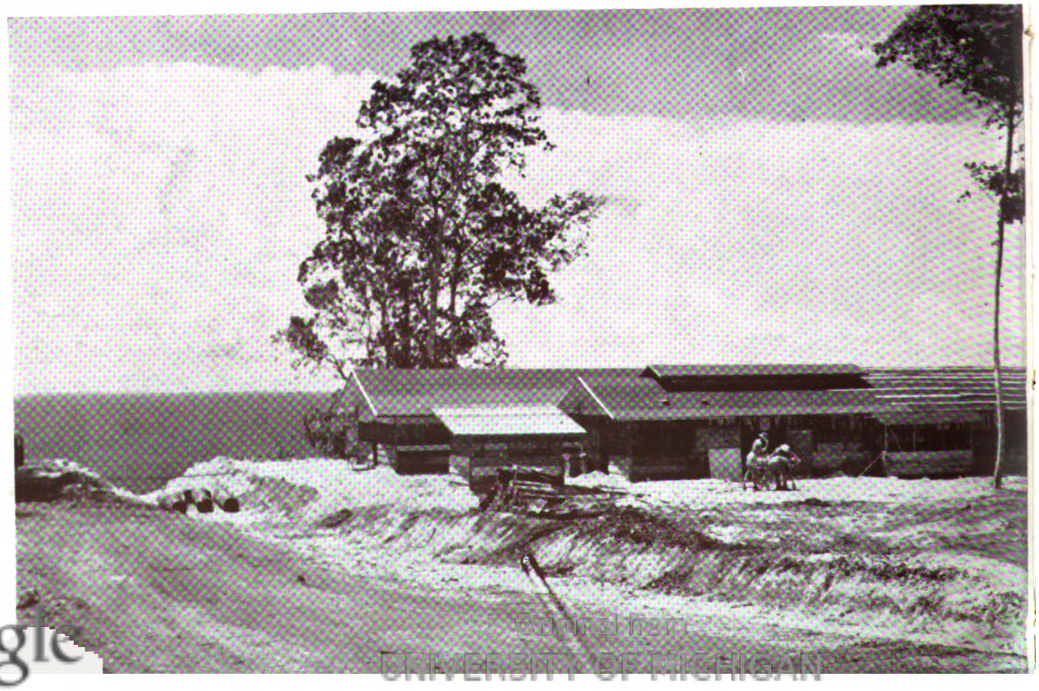


Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Sick Officer Quarters

Aviation Camp Mess Hall

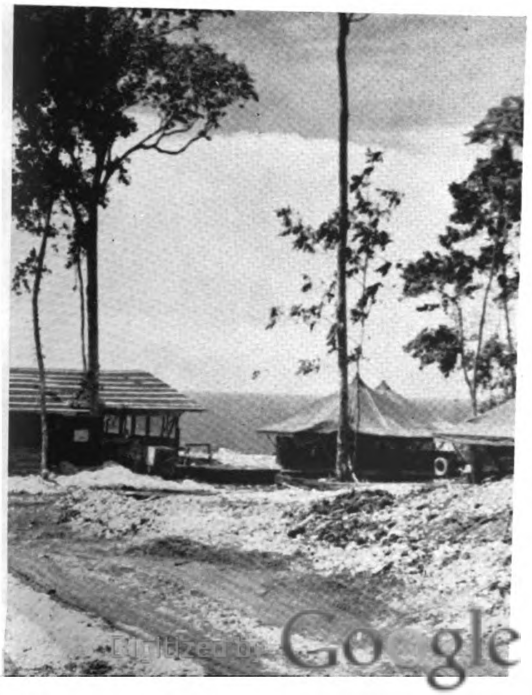


Digitized by Google
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

The Decks
are Started . . .
and Completed

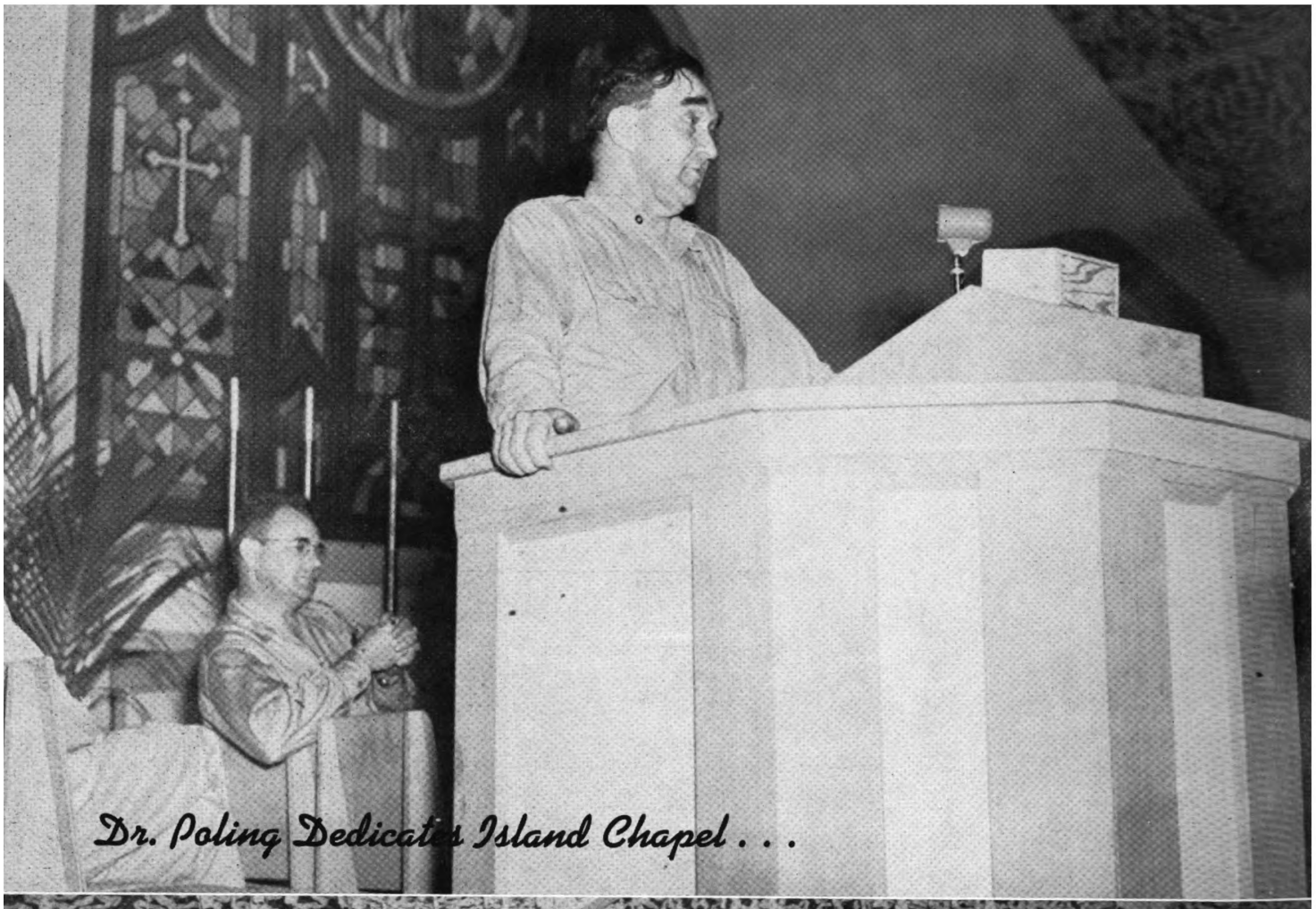




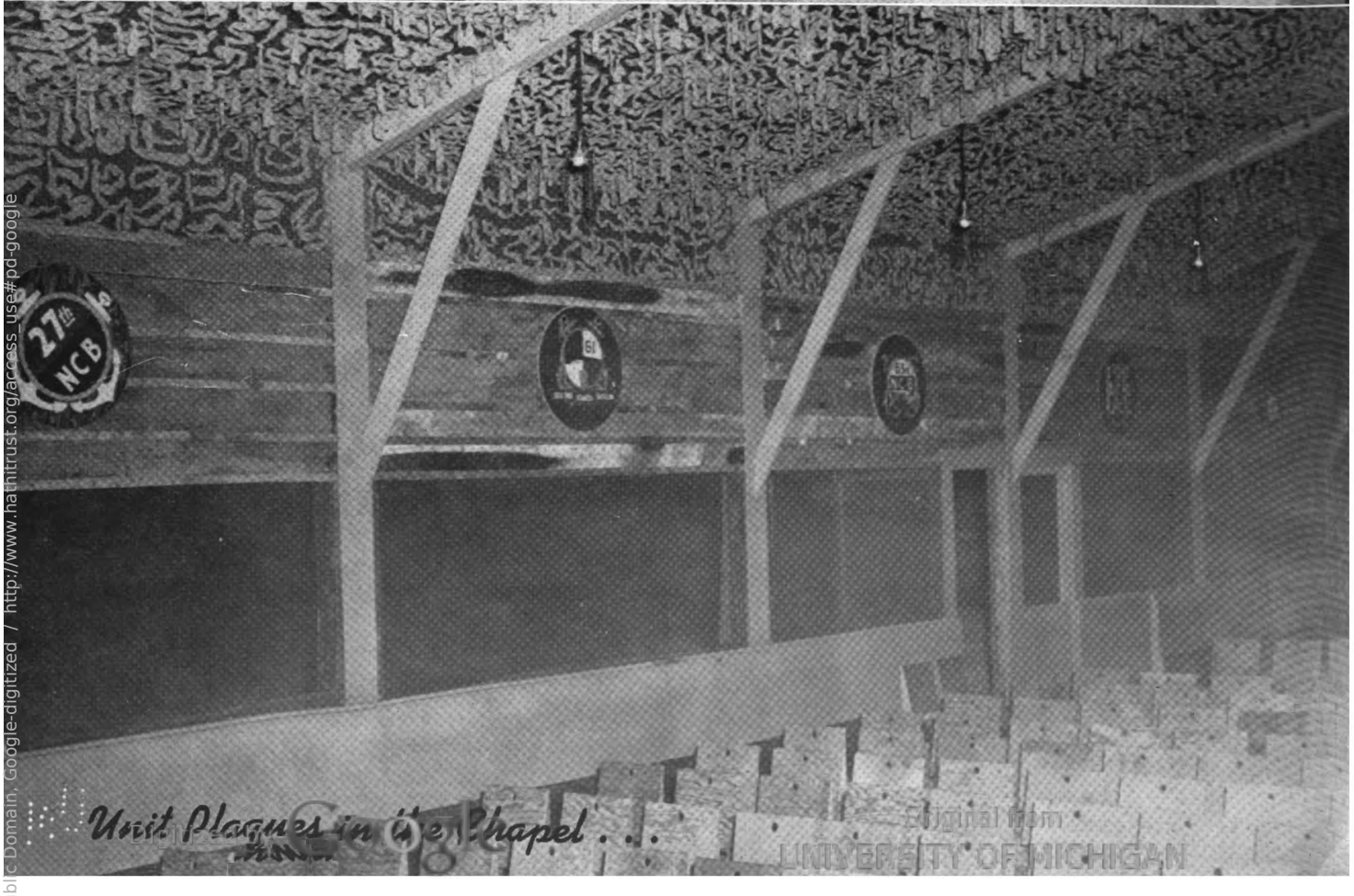




Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain; Google-digitized / http://www.hathitrust.org/access_use#pd-google



Dr. Poling Dedicates Island Chapel . . .



Unit Plaques in the Chapel . . .

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Original from
UNIVERSITY OF MICHIGAN



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



77th Hardball Team

77th Softball Team



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

night games, and there were regular contests scheduled between the fives of the 77th and neighboring units. Baseball, however, was the most popular sport, and our games drew big crowds. We didn't play as well as the Cards, or the Yanks, or even the A's, but we argued as much as the Dodgers, and that is what makes baseball what it is.

On 2 August we celebrated our first overseas anniversary with a sports tournament which featured an exciting softball game between the officers and chiefs of the battalion. The officers won, but the chiefs vowed "they was robbed." The other event of the day was a three-legged race which was won by the Headquarters Company team.

The Commander sought relief from his exacting job by commissioning J. G. Fraumeni to build a sailboat which could be used for fishing trips and excursions in the waters off Emirau. Fraumeni built the craft according to specifications with an overall length of 21 feet and a 5-foot, 10-inch beam. The mast was capable of carrying 200 square feet of canvas. The only mishap in its career occurred on 22 June when she was cast on a reef during a storm. "The Skipper" was quickly patched up and again made seaworthy.

On 25 May, the battalion together with other units on the island, gathered on the fighter strip to witness the arrival of Admiral "Bull" Halsey in a B-24 bomber. The admiral thanked the officers and men of all units for their cooperation and accomplishments, and as a parting note added that he would see us again "on the road to Tokyo."

On 9 July, General Boyd and his staff reviewed the Army, Navy, and Marine units on Emirau, who paraded before him arrayed in full military gear. The exceptions to the foregoing were the mates of the 77th who appeared in their natural state—wearing the clothes of every corps in the service. It was an auspicious occasion as Commander C. T. Wende received a Bronze Star for skillful leadership and personal supervision in repairing the Bougainville strip under fire. R. E. Cocron was honored with a Navy and Marine Corps Medal for heroism in rescuing a pilot who had crashed into the sea. The ceremony was carried out during a drenching tropical rain, but the men of the 77th didn't mind a bit. They were used to being wet.

We were again ready to move on, but this trip was going to be different. We were headed southwest for AUSTRALIA.





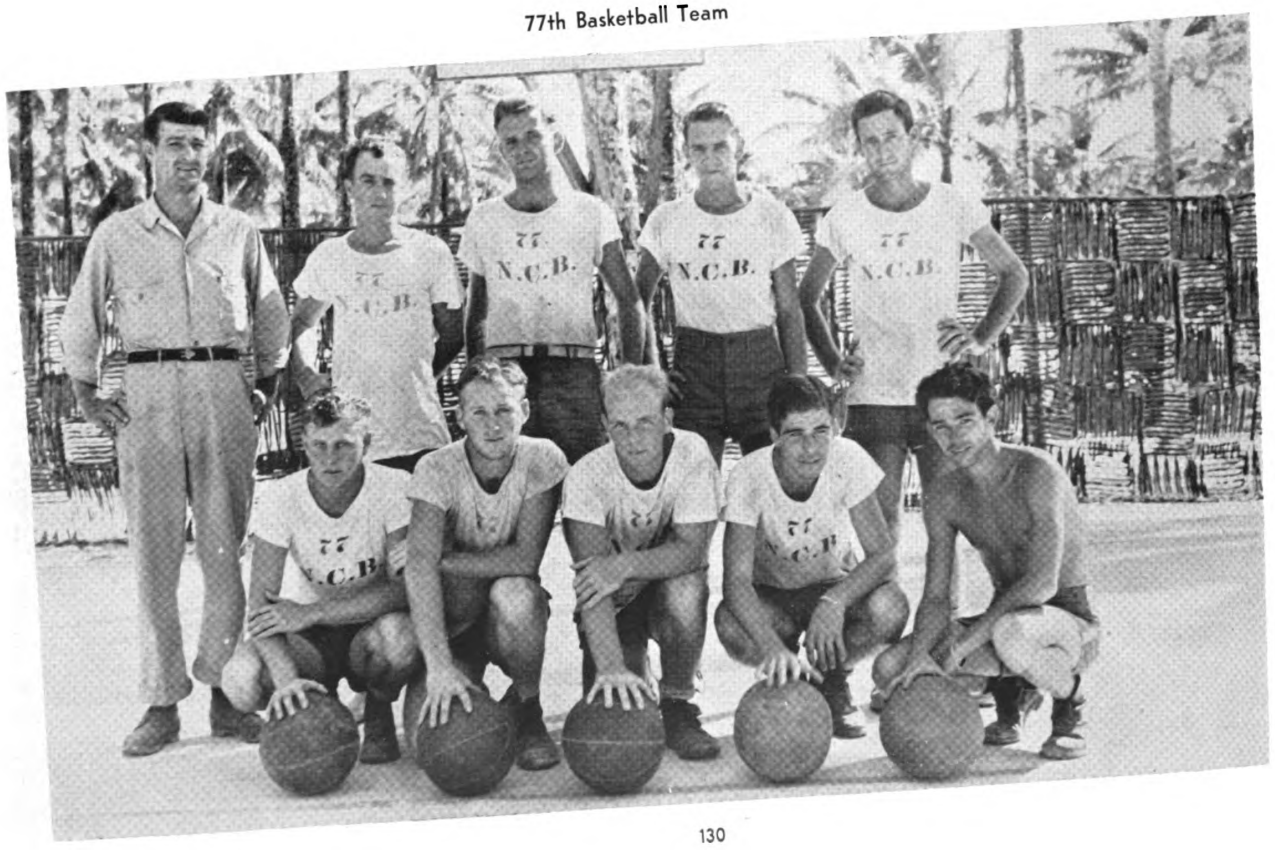


Reading from top to bottom: Ringer . . . Three-Legged Race . . . "Get Set! Go!"

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



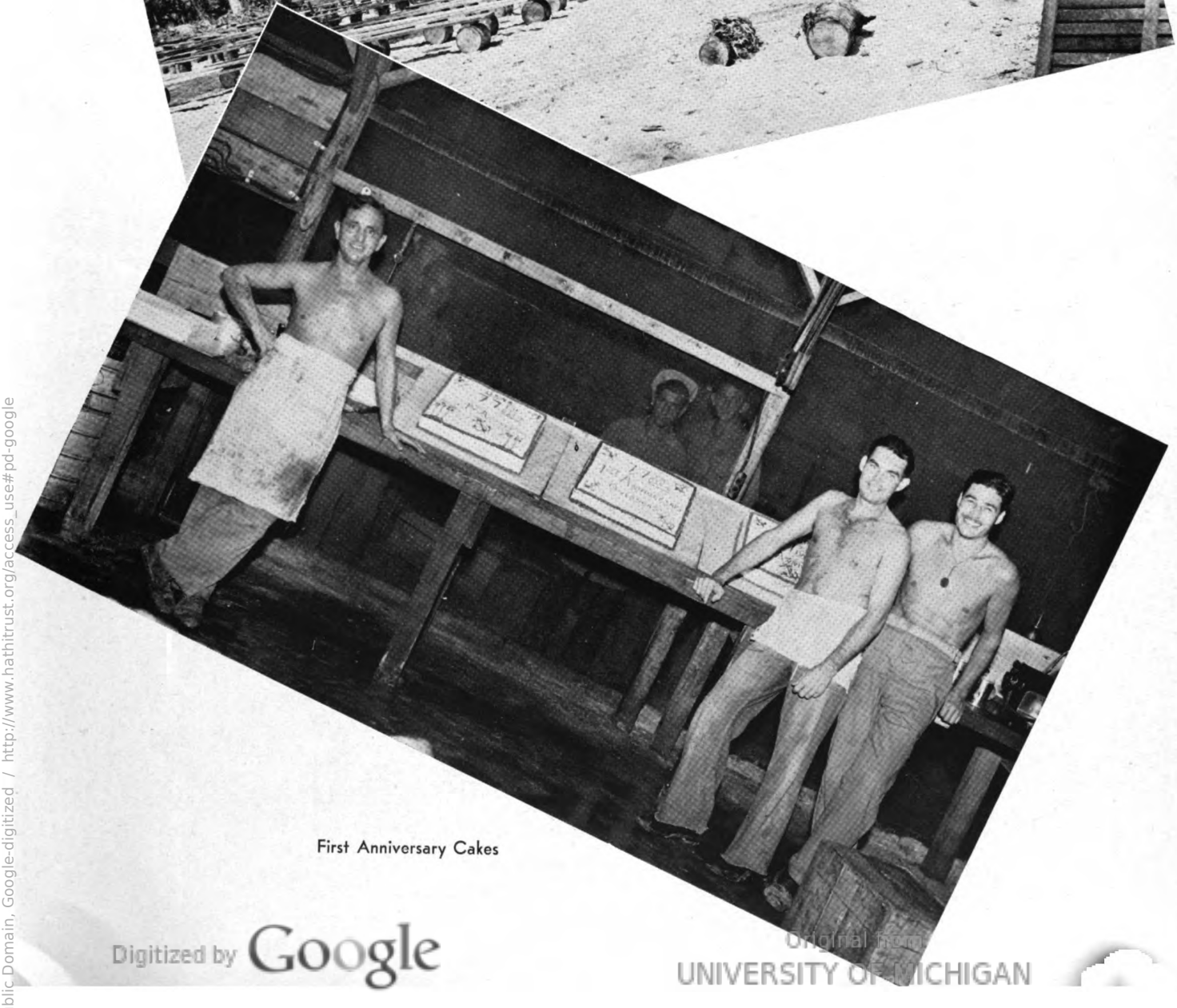
77th Basketball Team



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

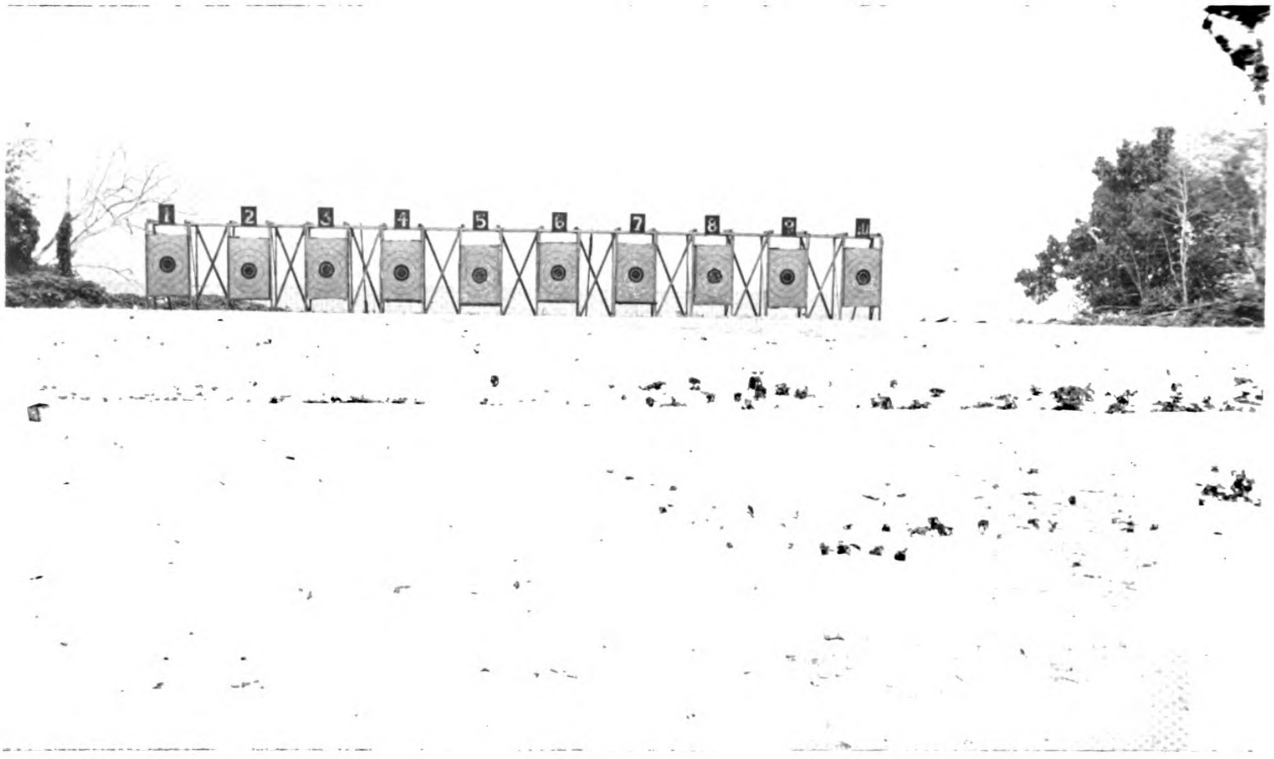
77th Seabee Movie Area





First Anniversary Cakes

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



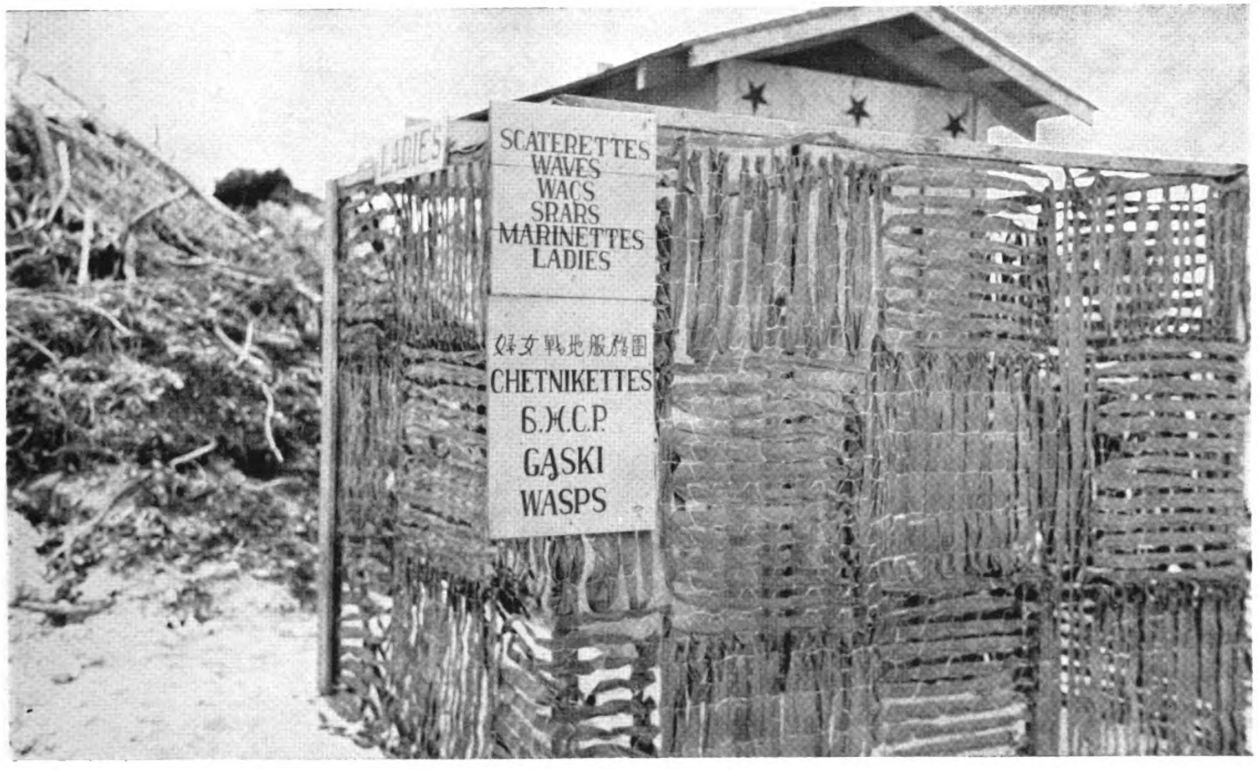
Targets



Entertaining Major Foss and Pilots

We did
Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

We dic



"Powder Room"

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

"Skipper"

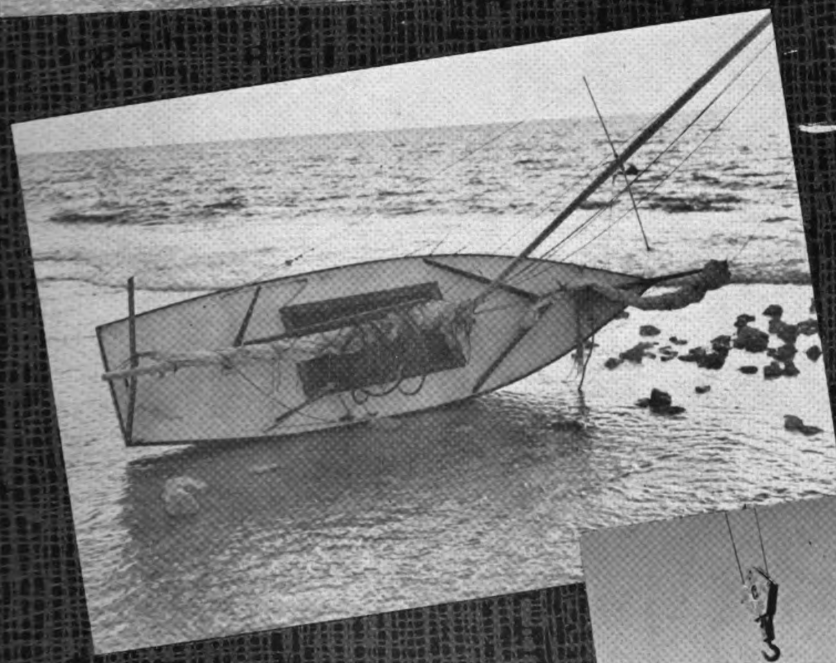


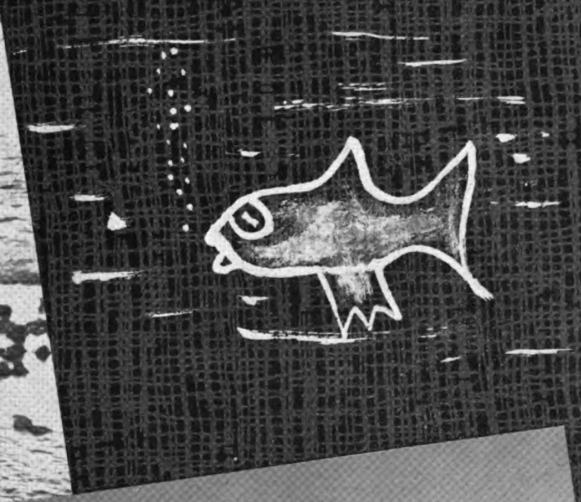




Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





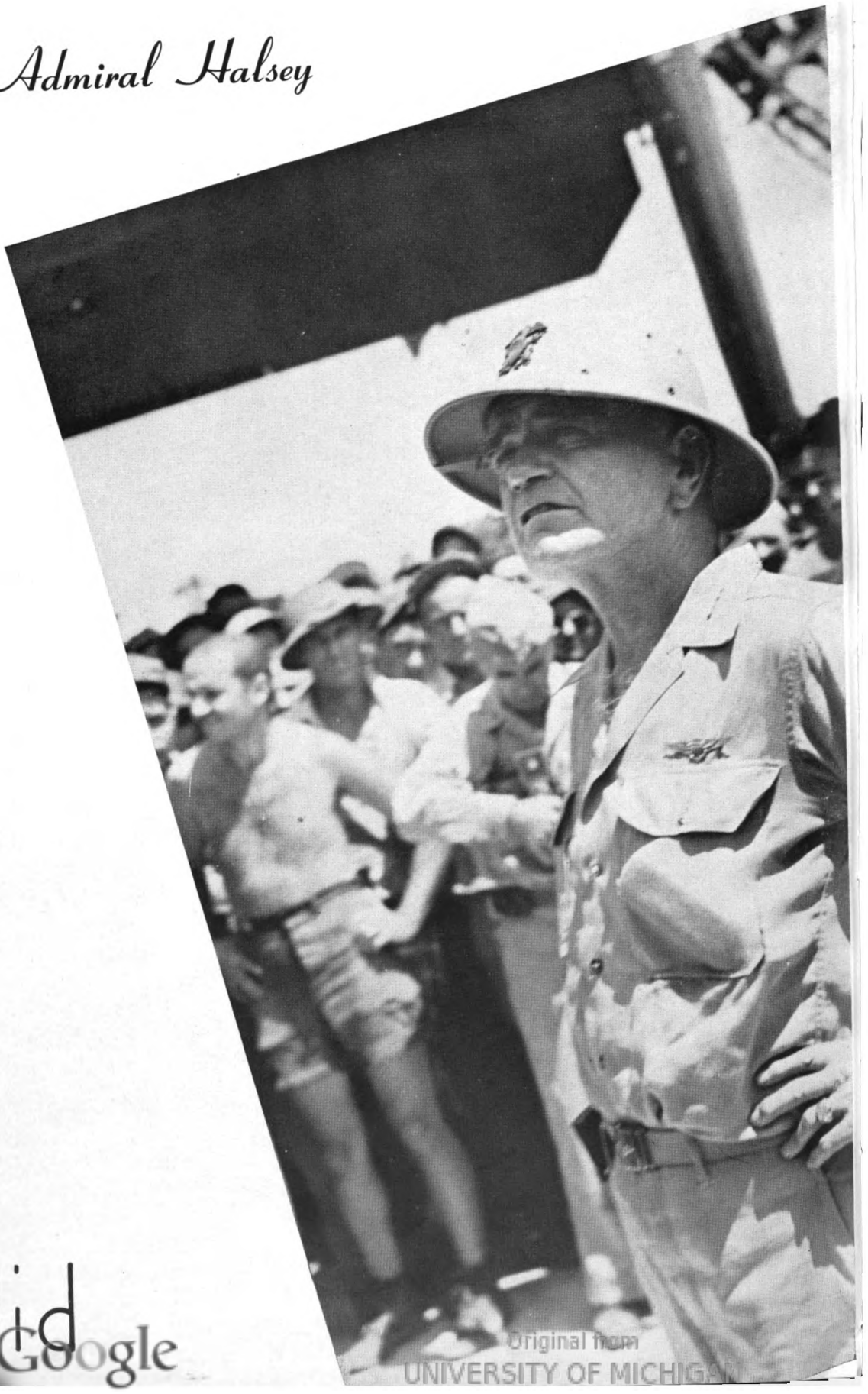




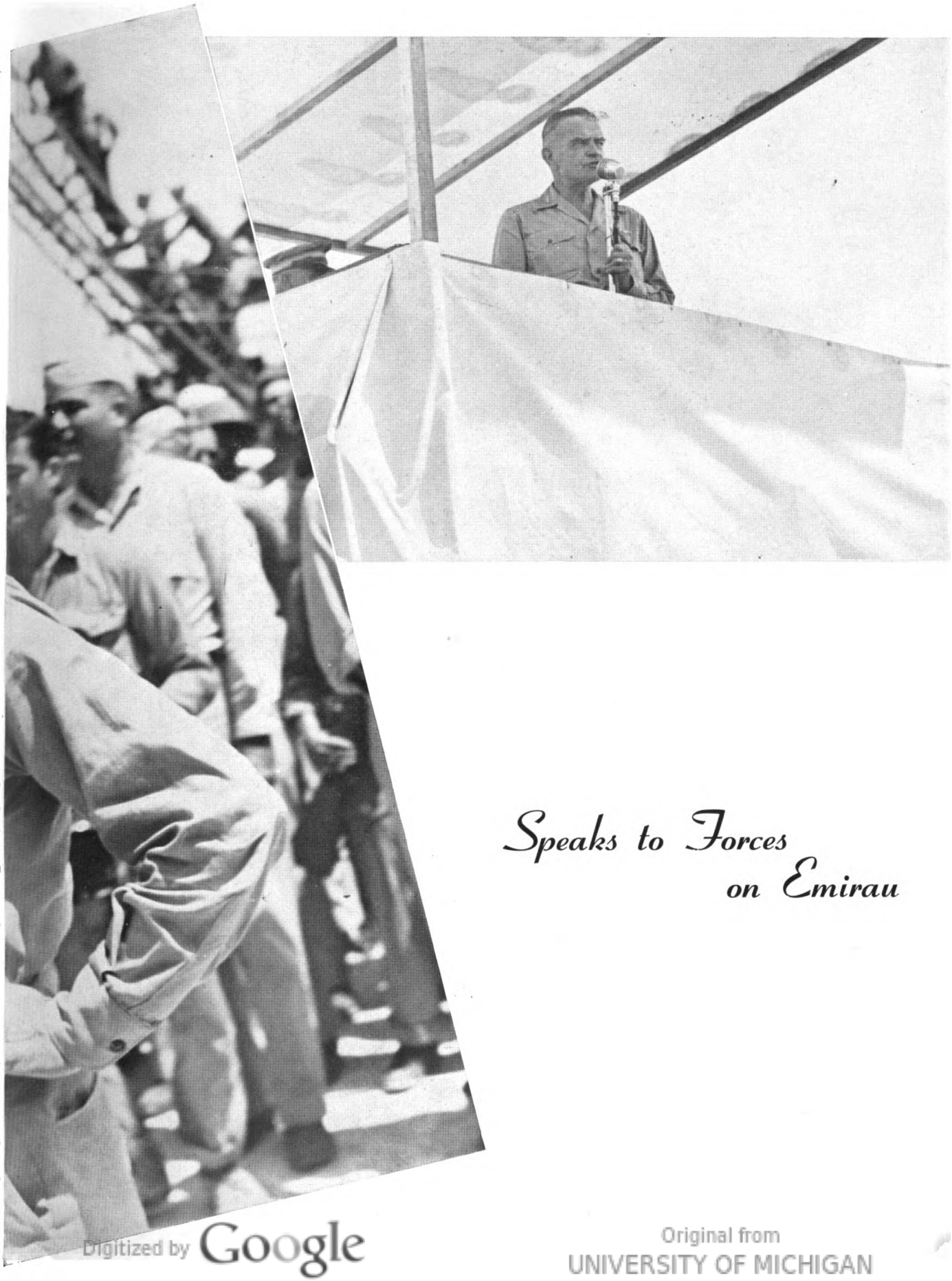


Digitized by Google
UNIVERSITY OF MICHIGAN

Admiral Halsey



We did
Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Speaks to Forces on Emirau

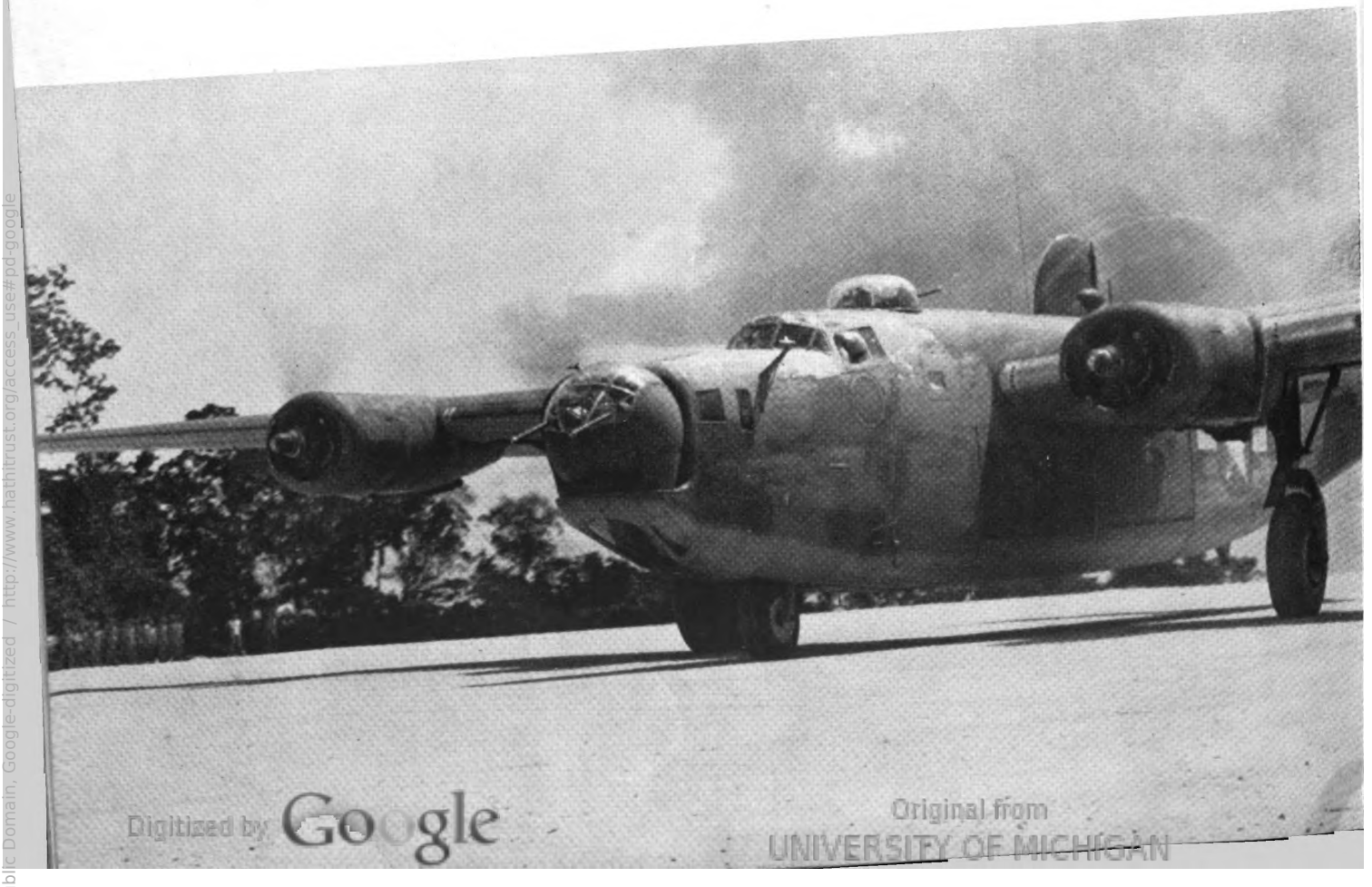
Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

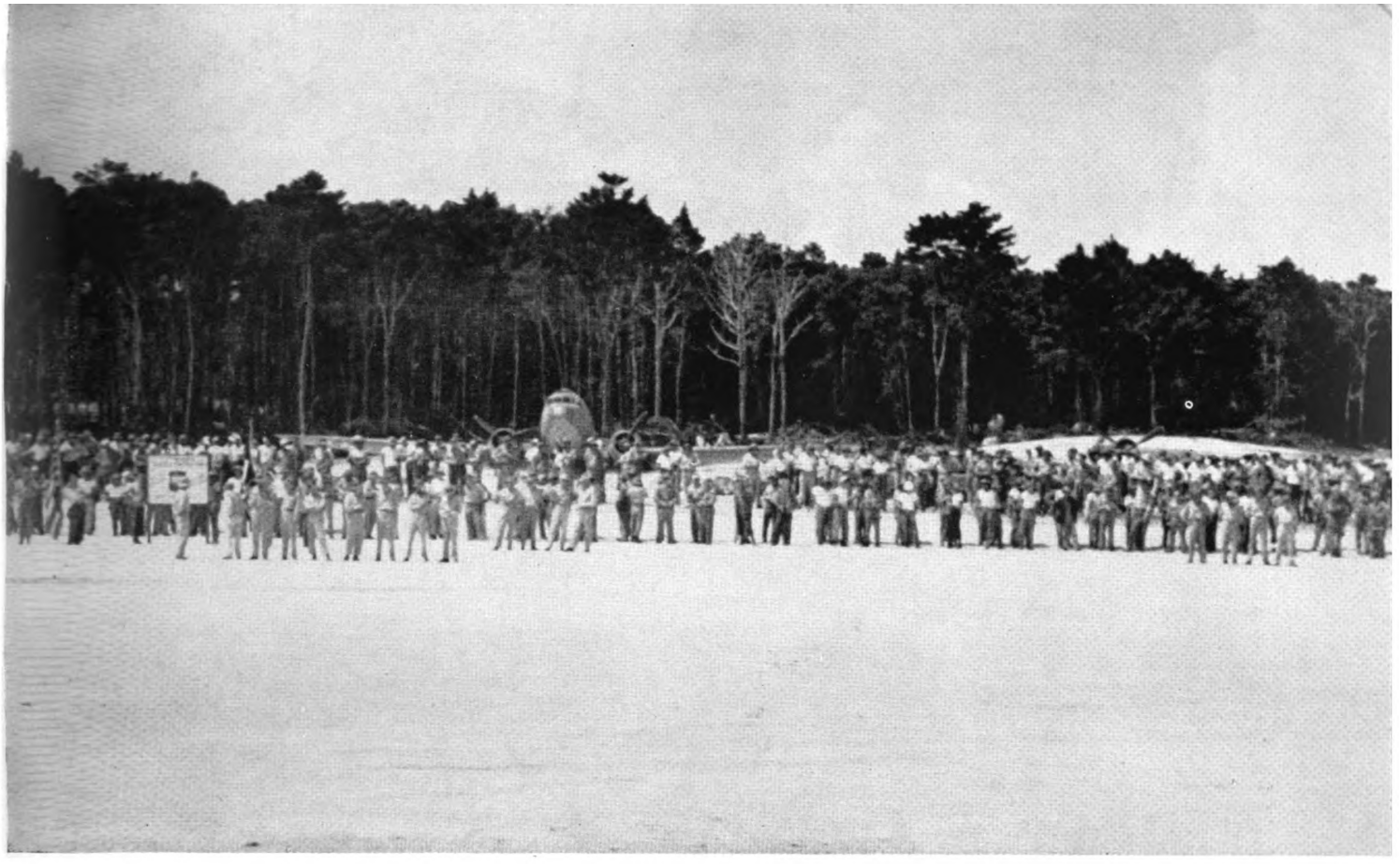
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google

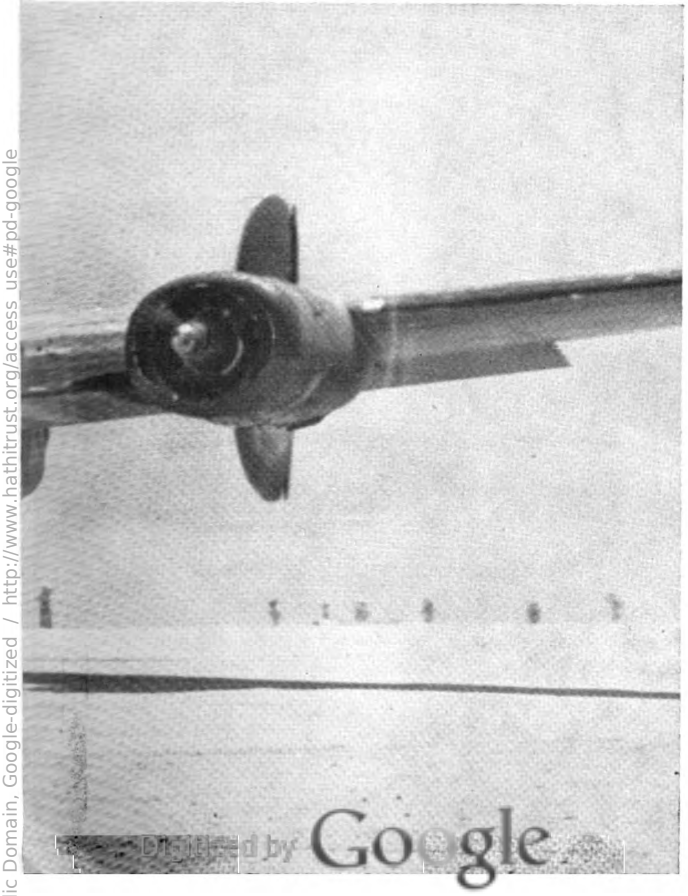
The 77th N. C. B. Lines Up





Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





As Halsey's Plane Takes Off The Emirau Strip

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



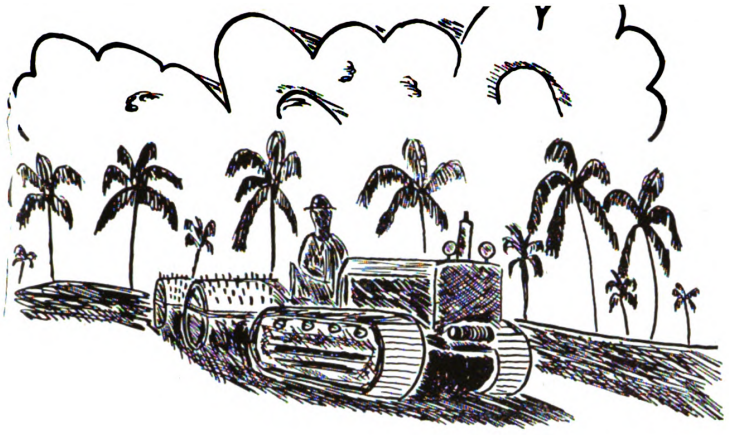




Reading from top to bottom: Gen. Boyd Pinning Bronze Star on C. T. Wende . . . R. E. Cocron Receiving Navy and Marine Corps Medal.

THE MEDAL WINNERS

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



ARE HONORED . . .

Reading from top to bottom: Passing in Revue Before Medal Holders . . . Native Troops Commanded by Australian Officer.





Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Officers' Bar



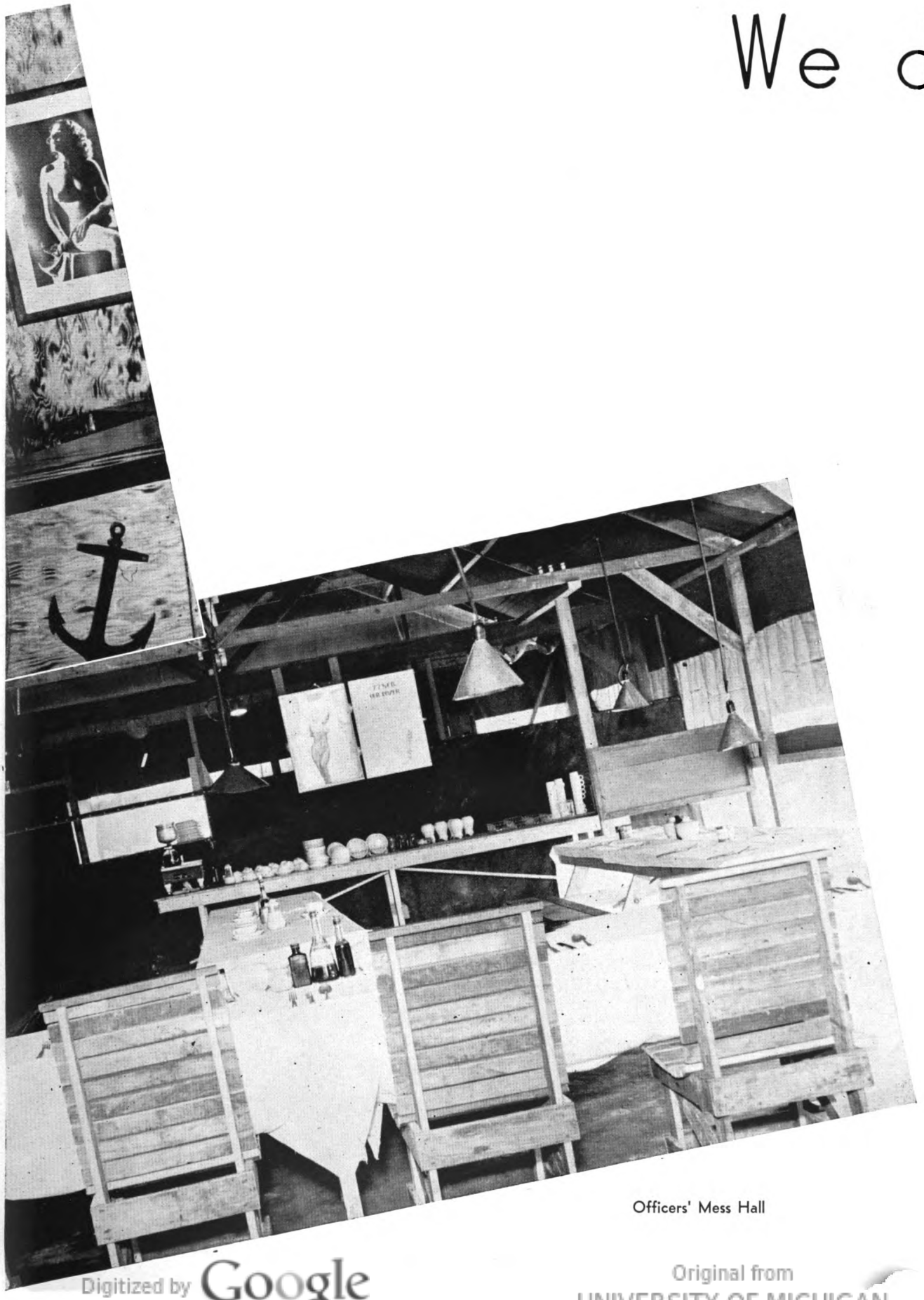


We did Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

We did

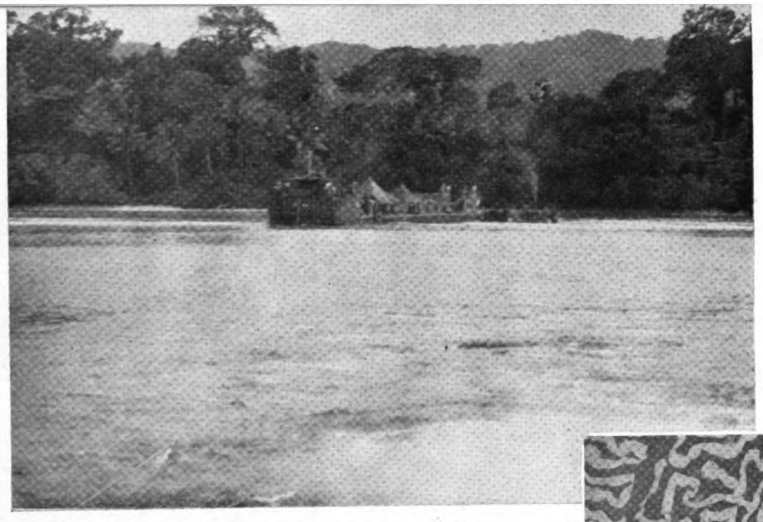


Officers' Mess Hall

Digitized by Google

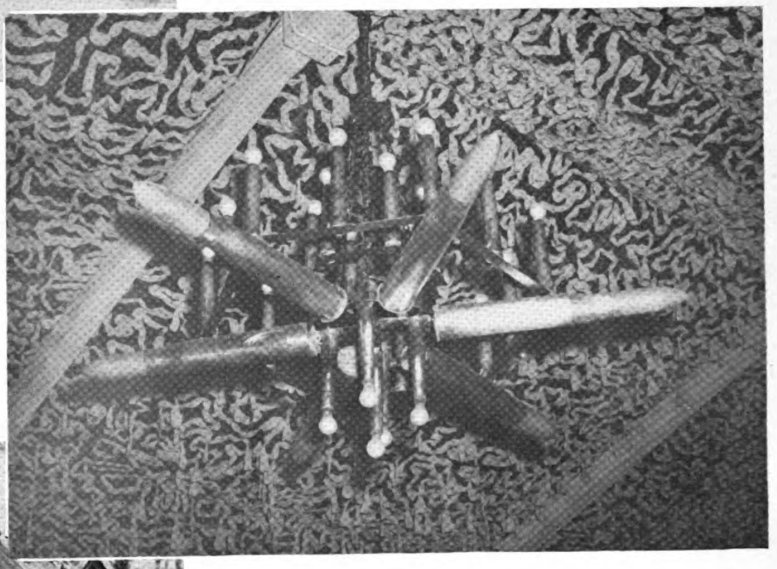
Original from
UNIVERSITY OF MICHIGAN

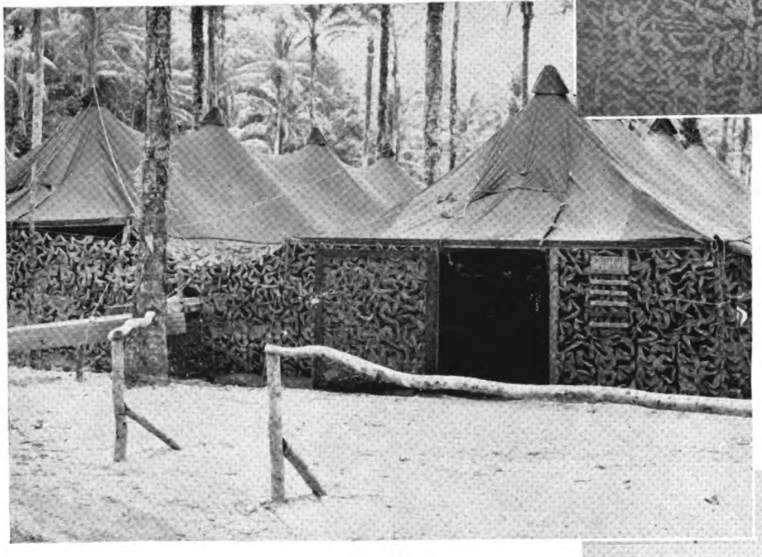
Public Domain; Google-digitized / http://www.hathitrust.org/access_use#pd-google



Cats Pushing LCT off Coral Reef

Chandelier for Chapel





Supply Tents

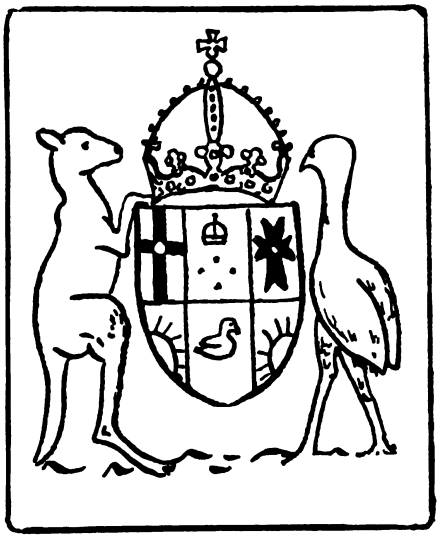
Setting Dynamite Under Water-Pilots' Pool



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



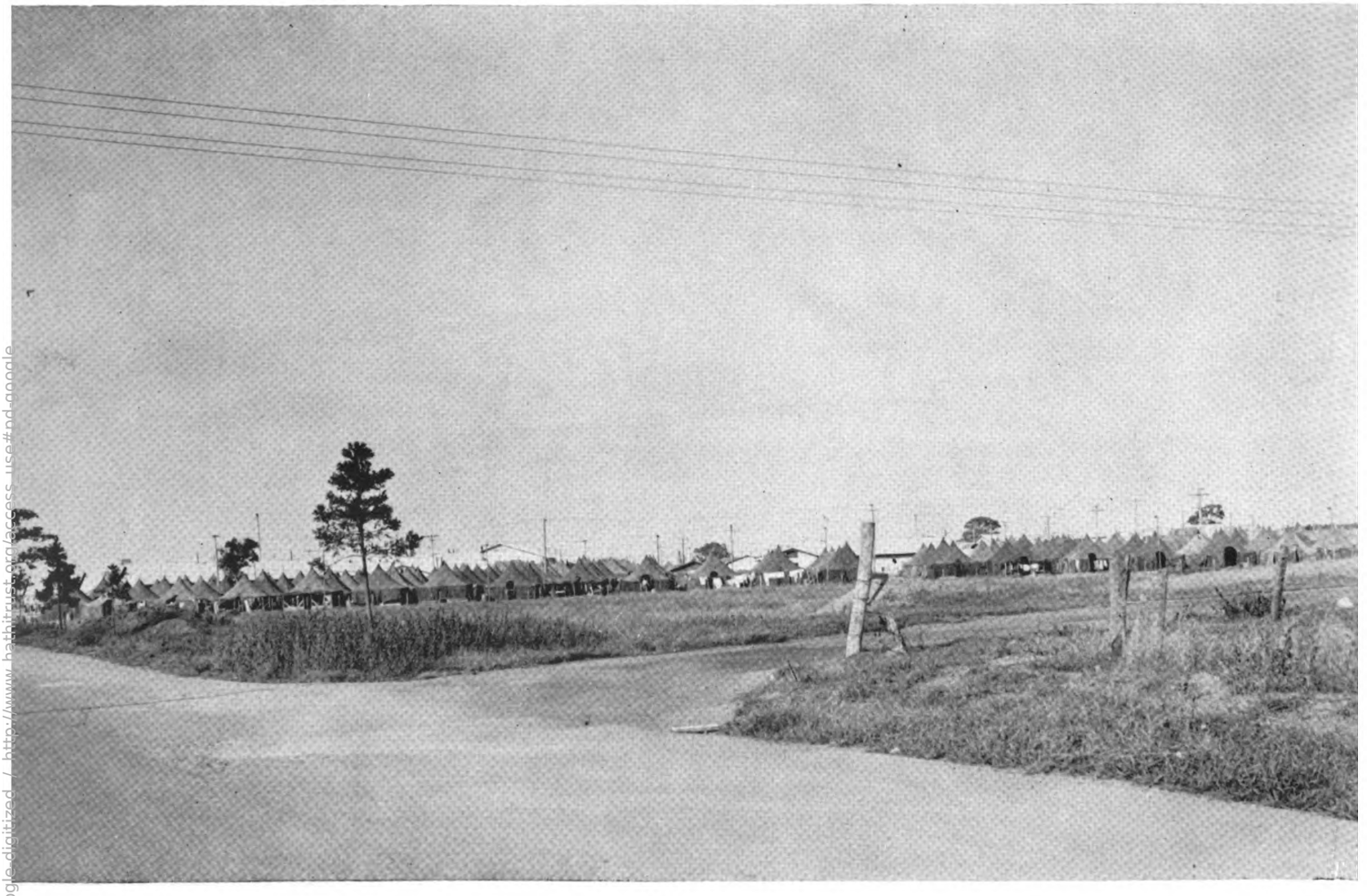
THE 77TH IN AUSTRALIA

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

HOME IN AUSTRALIA



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Liberty Corner

After passing through the historic CORAL SEA and the GREAT BARRIER REEF, one of the most interesting coral formations in the world, we sighted AUSTRALIA. We arrived in Brisbane on 23 December and were immediately transported to Camp Seabee, our home during the Australian interlude.

Camp Seabee had been in operation for about 18 months and was conveniently located only a few miles from the center of Brisbane, capitol of Queensland. Brisbane was the service center of the Navy during the entire South Pacific campaign, and contained many installations of great significance.

The purpose of sending the 77th to Brisbane was three-fold: to use its services to roll up naval installations; to operate naval facilities; and to give a degree of rehabilitation to the troops of the 77th. Within a few hours after our arrival we began putting each of the three purposes into effect. We began to roll up MOB 109; we began to operate Camp Seabee as a receiving station; and we instituted work to send about 300 mates to the rest camps at TOOWOMBA, a mountain resort, and COOLANGATTA, a seaside resort.

Work was a definite part of the battalion's stay in Australia. To roll up the hospital we had to make and fill some 15,000 cases, in addition it was necessary that we disassemble hundreds of steel buildings, unusually large reefers and cold storage plants, X-ray facilities, large laundries, steam plants, and many other important installations, as well as the necessary work of loading all this material on to trucks, and finally we had to assist in loading the ship and storing the surplus material in designated warehouses. This job, as usual, was completed before the required date, and the battalion left the hospital grounds ship-shape.

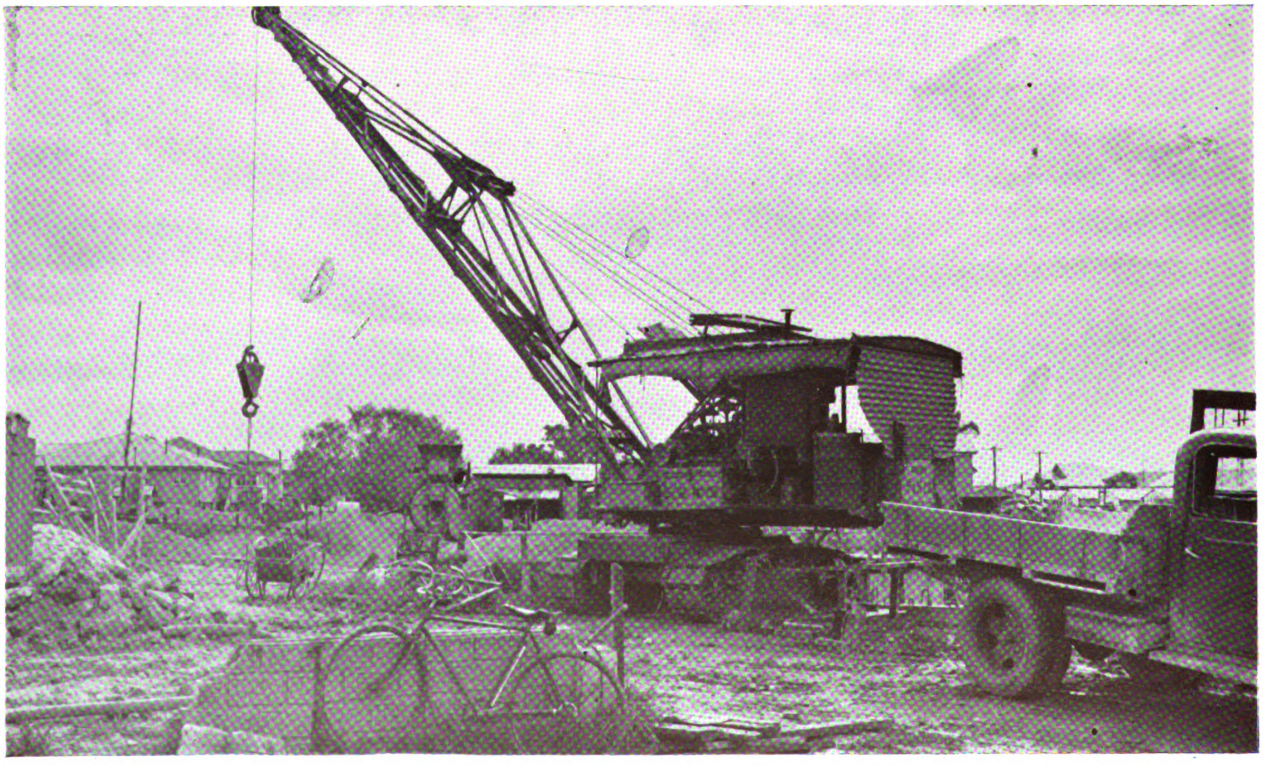
The next largest work projects included the ship repair base, the submarine repair base, and the submarine torpedo repair unit. Each of these installa-

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



"Enlisted Mens' Hangout"

"Aussie Holiday"



Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Brisbane Landmark
Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



Australian Tram

tions contained many large machine shop units, some requiring crates as large as small bungalows. Again the versatile 77th showed its skill by meeting D-Dates.

The 77th rendered special service in the instance of the submarine repair base in a consultant capacity, and has been highly commended for this by the commander of the unit. Other services included suggested designs for their hospital installations in the new forward areas, recommendations for specified building materials, and recommendations for a large number of construction machinery units. We are particularly proud of these contributions, since the submarine repair units, through their maintenance of bases for the many subs plying the dangerous forward areas, performed one of the more valuable services of the war.

This was only one of the many instances of Seabee cooperation. We believe that the 77th has been particularly diligent in this direction, and our feeling in the matter is substantiated by various letters of commendation received from commanders of various units for whom we have worked throughout the Pacific.

The "Australian Episode" will be remembered by each of us as a wonderful experience because of the friendly attitude of the folks "down under," and because of the beauty of the country. The vacation periods which we enjoyed at the beaches and in the mountains, the pleasant interludes in the cities, all of these meant that the personnel of the 77th could go back to the forward areas refreshed and ready for new assignments. It was with regret that we saw the time for departure approaching, but Bees must move up, and we were ready.

The movement forward started when the engineering crews under Lt. (jg) Lester and CWO Bendorff were flown by a special plane into the Philippine area. This group was followed by smaller groups which included the skipper, Commander C. T. Wende, who was called upon for reconnaissance and consultant work in the forward areas.

On May 4, the rear echelon arrived by ship from Emirau with Lt. (jg) Carson in charge, assisted by CWO McLoughlin with the 77th equipment.

As the rear echelon moved into Australia, four fleet utility planes were assigned to pick up 60 special men of the 77th because of the great need

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

for construction skill at the forward area. This was the vanguard of a movement by air of the 77th Seabee troops eventually totalling more than 300, which was probably one of the largest airborne troop movements in the history of the Seabees. We moved out over a long and hazardous track of 4,000 miles, which fact attests to the value of the 77th personnel—we were needed where the going was rough and requirements tough.

On May 15, the main body of the battalion consisting of over 600 troops with Lieutenant C. E. Duncan, our executive officer, in charge departed from Brisbane aboard the Venus. The trip aboard the Venus was a challenge for the 77th. We had met a new foe—the unconverted freighter, converted, on paper only, into a troopship. There was barely room for our gear, and no room at all for our bodies. We had no facilities for cooking, bathing, drinking, or living, but we worked at correcting that situation. We built our own galleys, set up our reefers, constructed a head on the fan tail of the ship, set up bunks in every conceivable place, generated our own electricity, piped in and purified our own drinking water, and even rigged up salt water showers. Food was of such outstanding quality at our improvised mess that before we reached our destination the men of ship's company were leaving their chow lines to come stand in ours. We were on the sea for approximately 30 days, and though none of us will tell you the trip was wonderful, it was far from the worst time we spent on tour.

While we were getting to the Philippines, the rear echelon was rolling up the rest camps at Toowoomba and Coolangatta. Lieutenant Clark, as officer-in-charge, had to sandwich in the rehabilitation periods for his men between various roll-ups. Among its other duties, the rear echelon group lent a hand and serviced the units of its neighbors at ABCD.

About 1 July, after completing all necessary jobs, the remaining body of the rear echelon was divided into 11 groups and, as fast as the planes could be furnished, were carried forward by plane to their new home in the Philippines.

The "Australian Episode" will go down in Battalion history as a rest period definitely earned after some 18 months of strenuous jungle life. But now we were ready to work again, and the Philippines were going to take the best we had to offer.

Riding Academy—Tweed's Head



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Camp Two



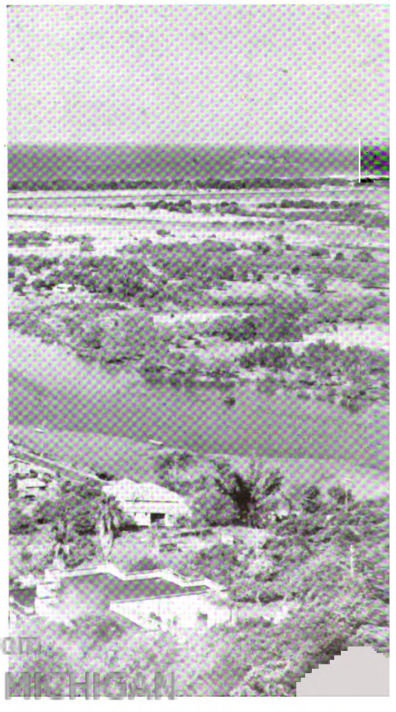
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Scenic Shot of Tweed's Head



Kirra Beach



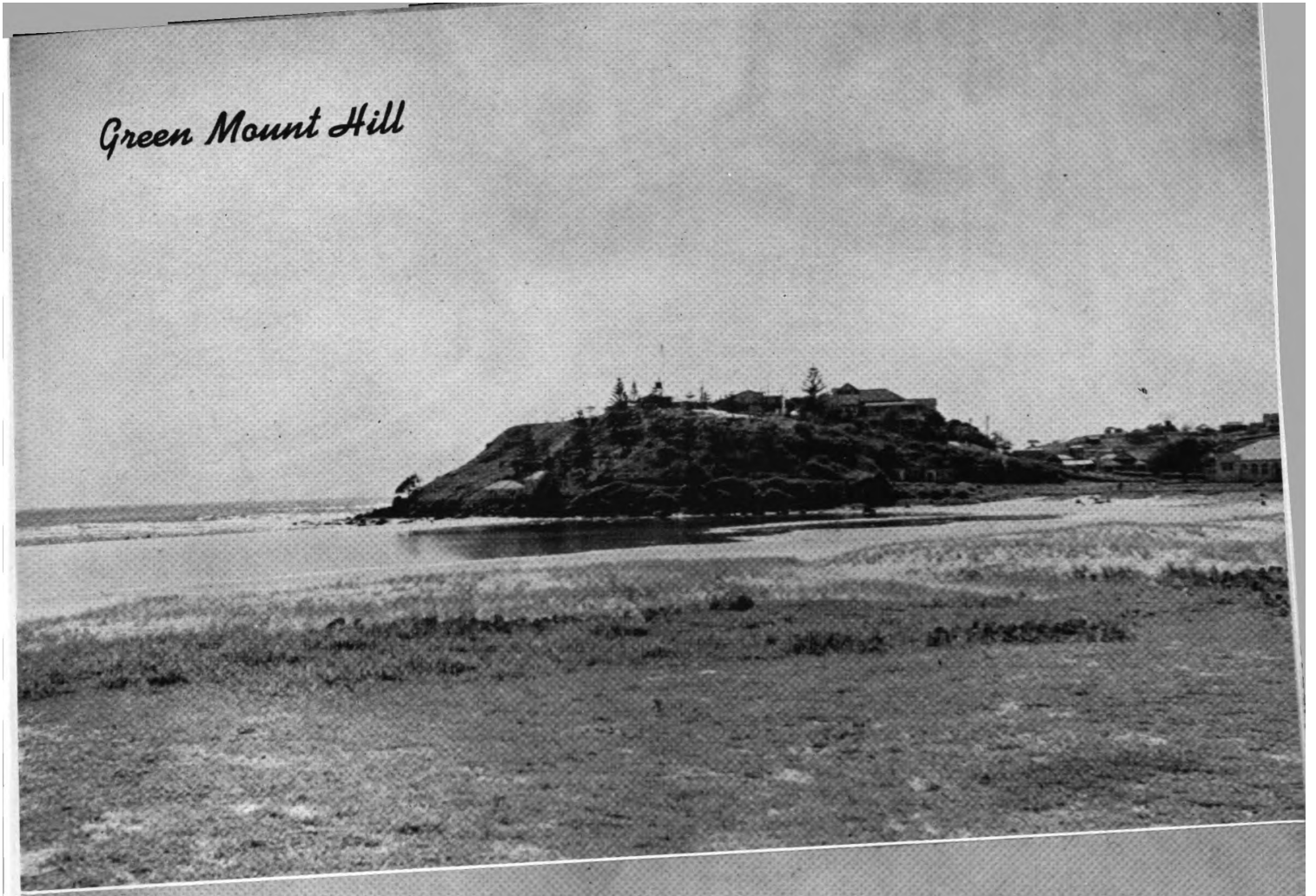
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Camp One



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Green Mount Hill

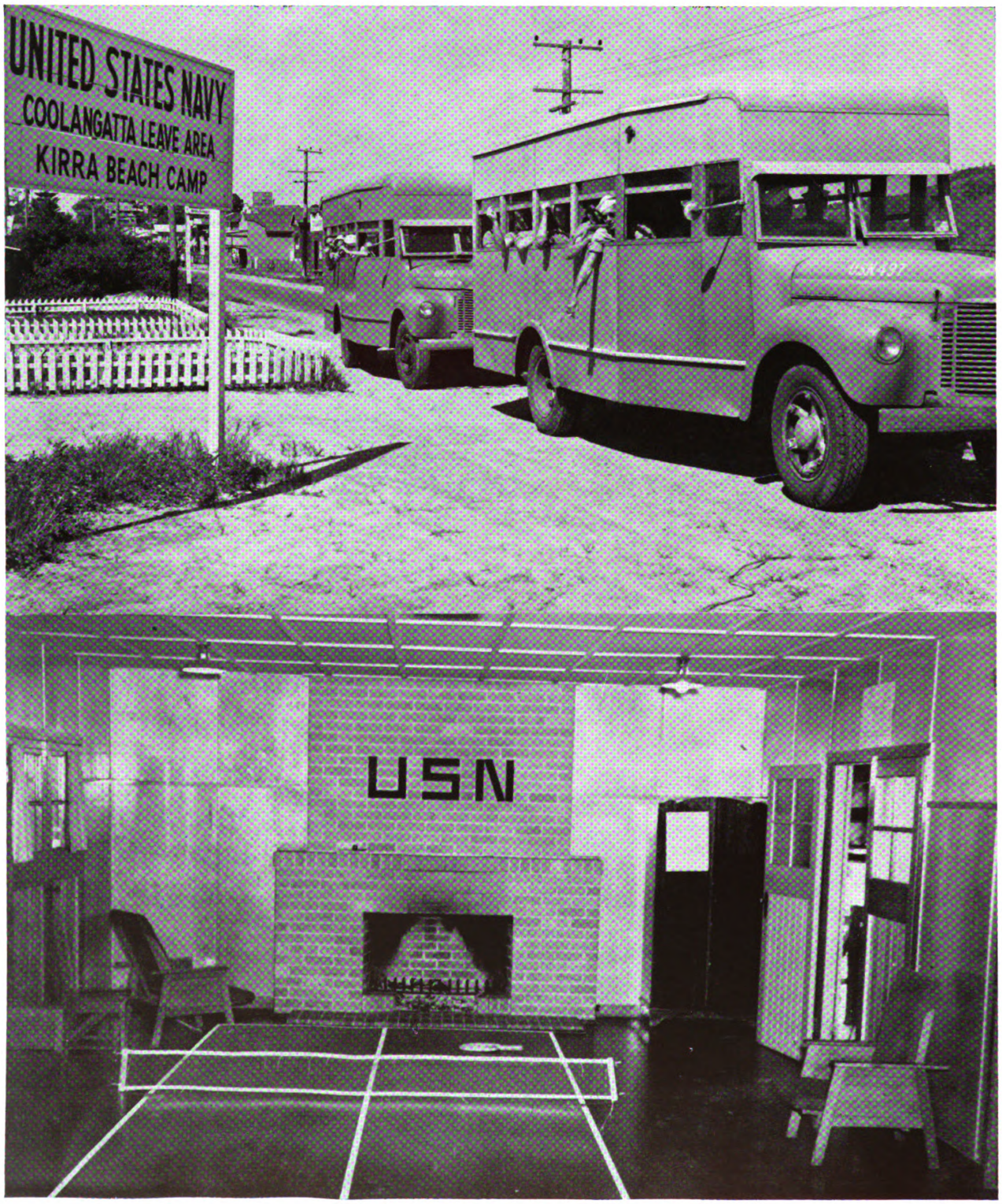


Camp Three



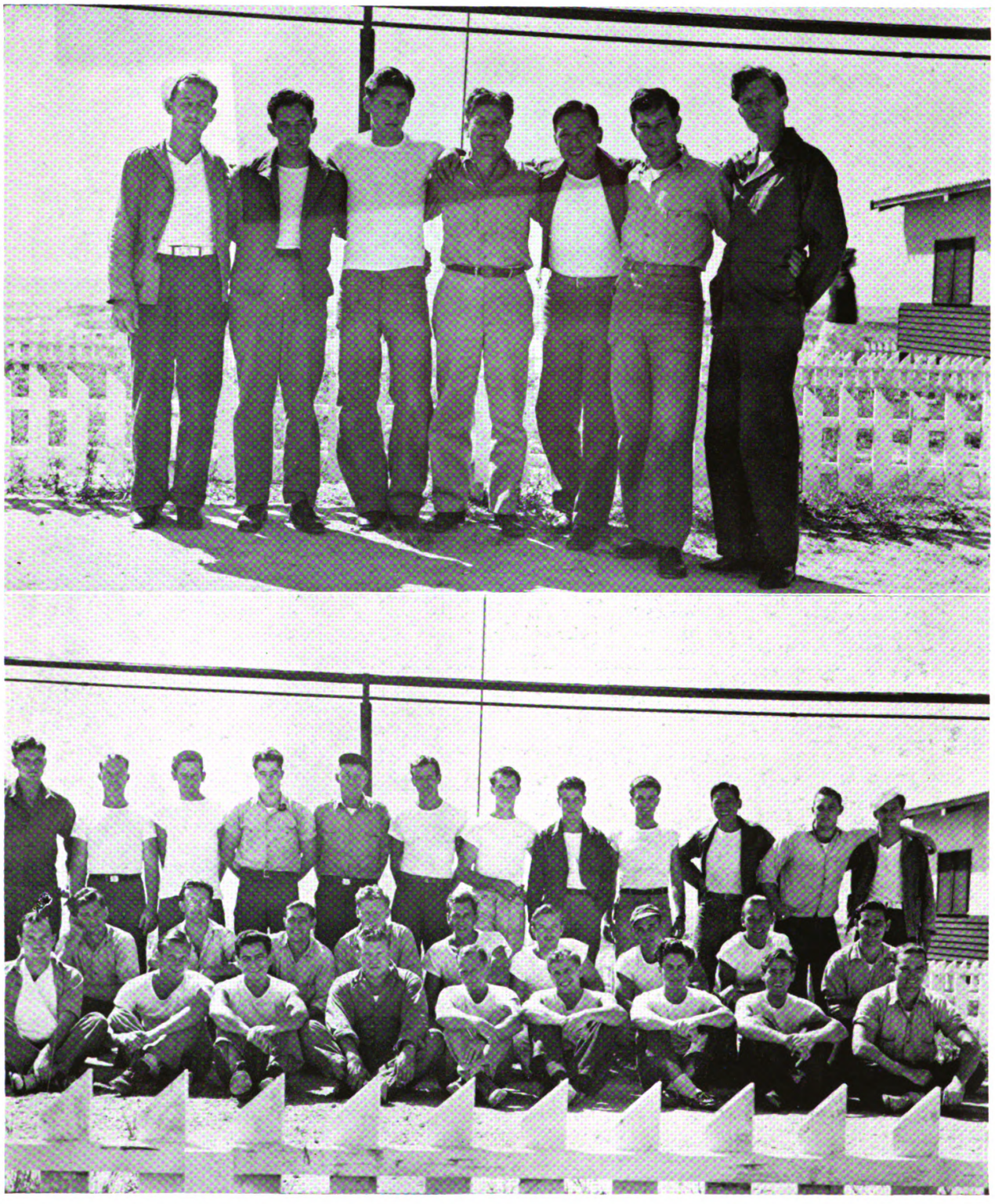
Digitized by Google
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Reading from top to bottom: Last to Leave . . . Interior of Camp Three "Rec" Hall.



We did
Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

We dic



Reading from top to bottom: Station Force—Camp Three . . . Station Force—Camp One.

Digitized by Google

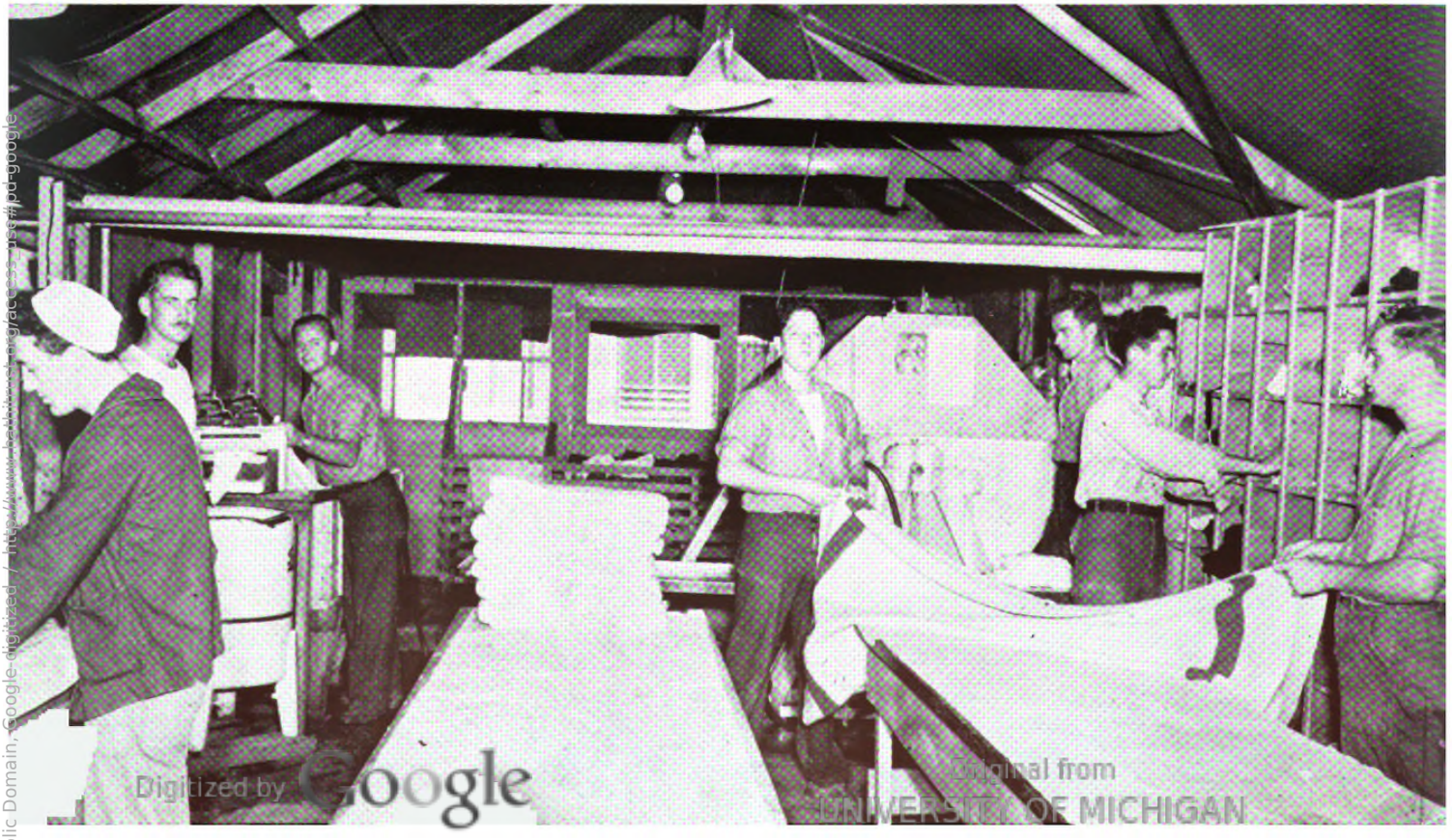
Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

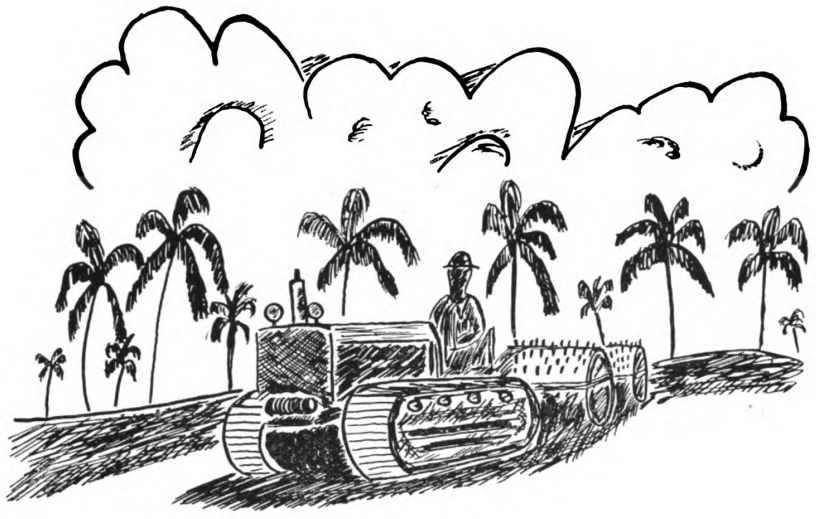


Station Force—Camp Two

Interior of Laundry



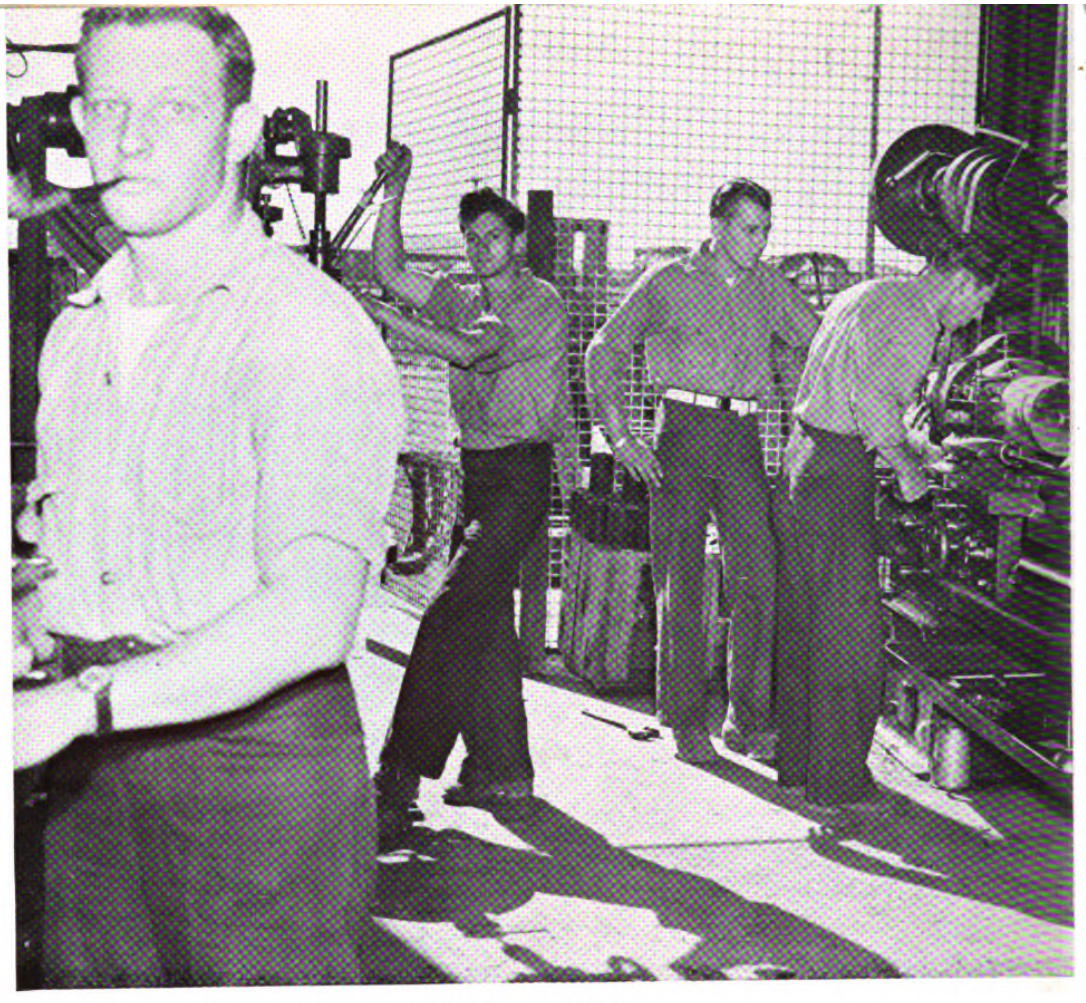
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Our Plumbing and Metal Shop



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

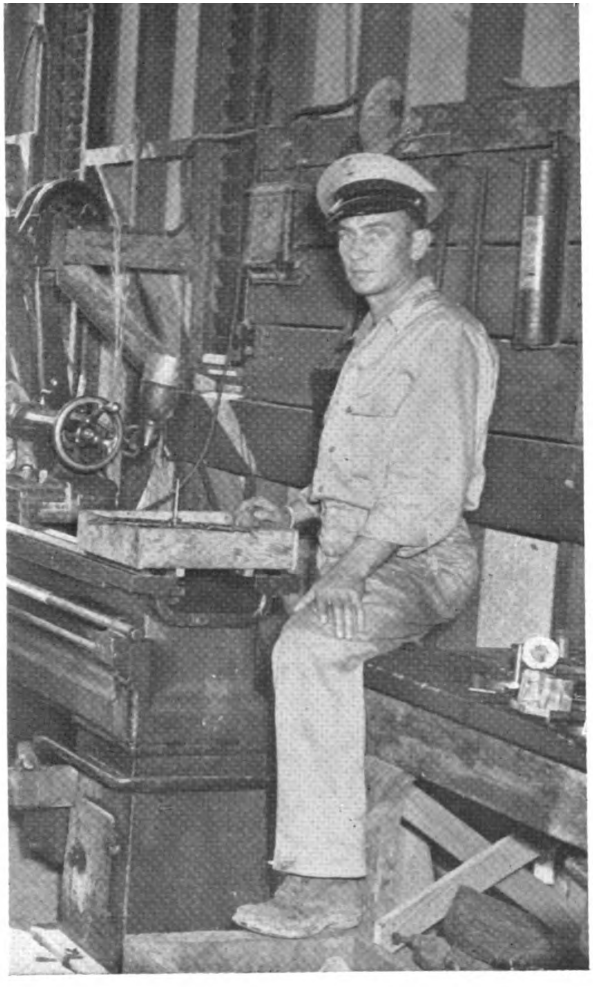


Machinists at Work



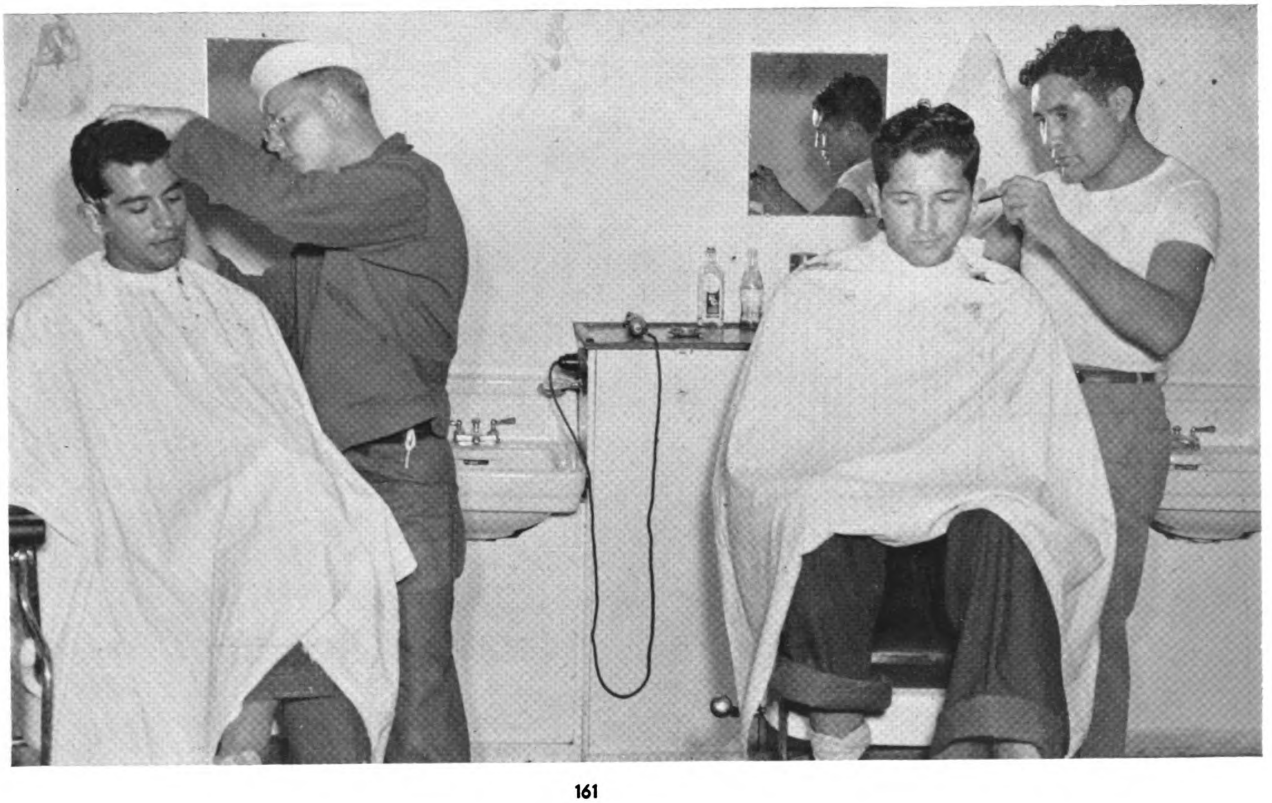
Electrical Shop

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



AUSTRALIA

"Date Tonight?"



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





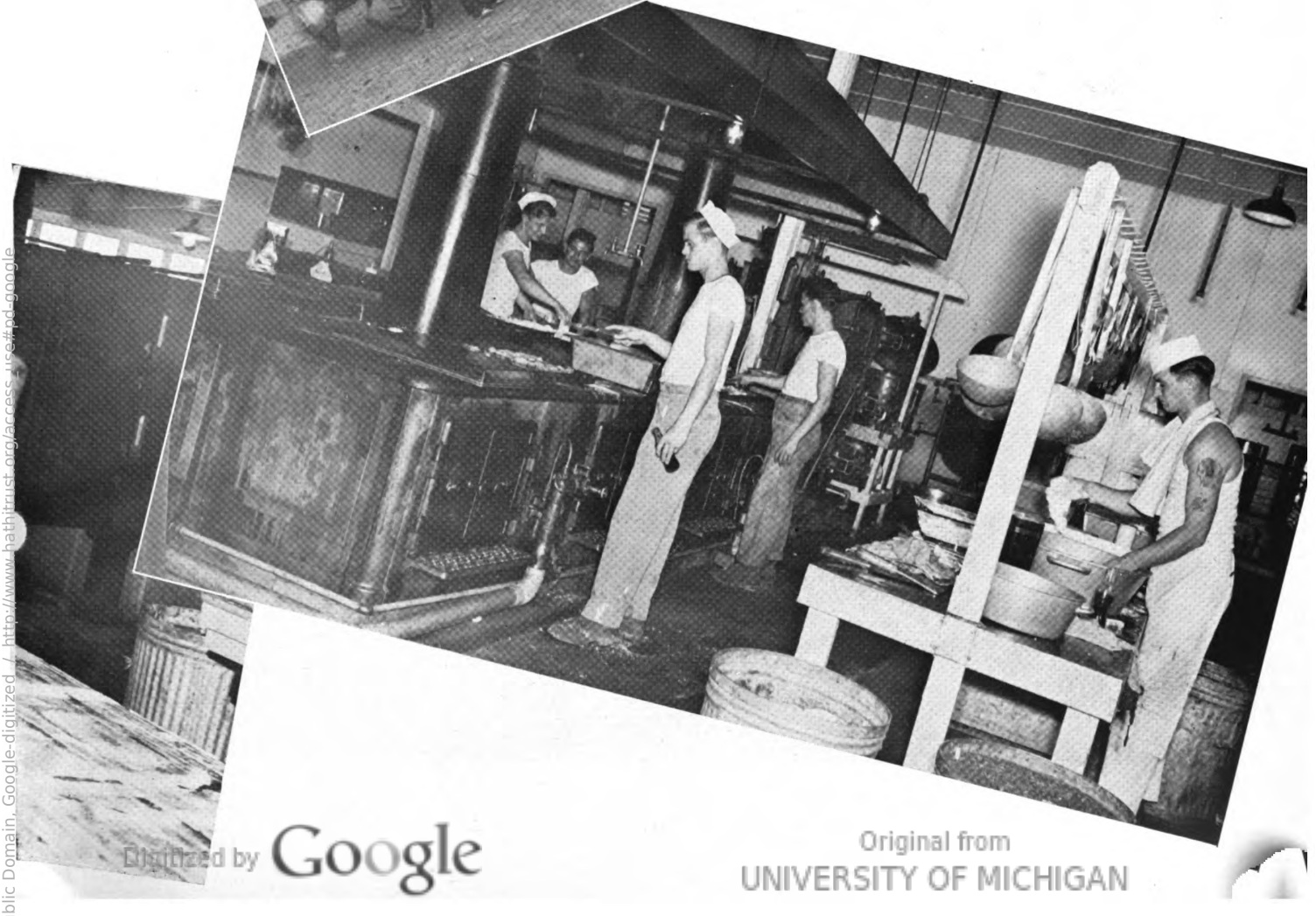
Above, reading clockwise: "Domestic Science," "Home On the Range," "One Meat Ball," "Pedestrian Hazards."

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



Electricians



Reefer Crew

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Intermission

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Hill Billy Band



A Few Expert Riflemen

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Some of the Purple Hearts



Communication Group

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Ready for Departure

Up the Gangplank



Digitized by Google
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



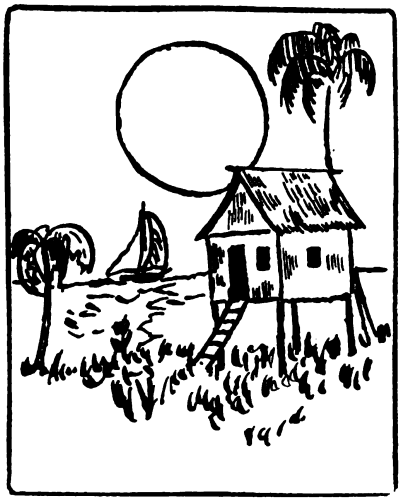
Farewell to Australia

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

/e did
Digitized by Google

Original from
UNIVERSITY OF MICHIGAN



THE 77TH IN THE PHILIPPINES

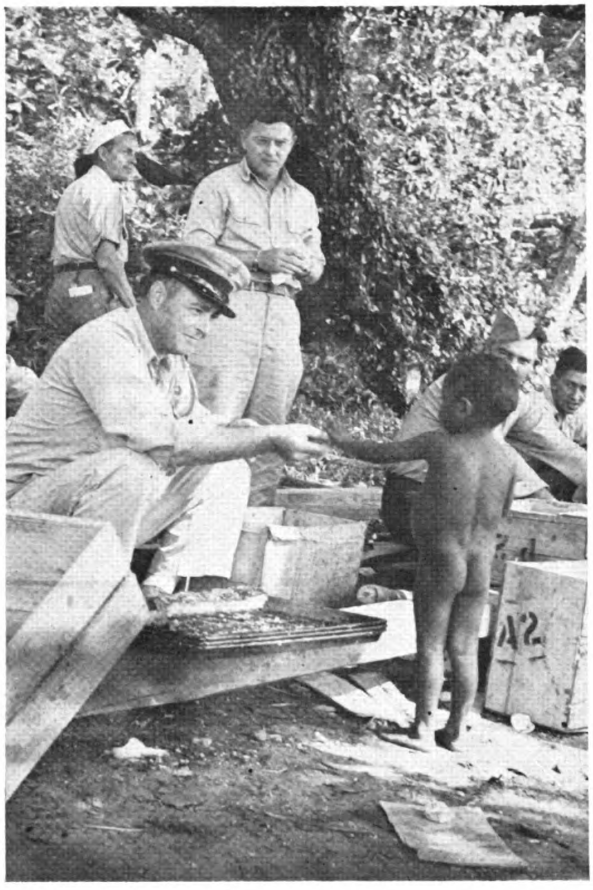
Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Digitized by Google
Original from UNIVERSITY OF MICHIGAN



Reception Committee, New Guinea



Ship . . . LCT to Shore

"Veectory, Joe!" was what we heard as we came in wearily at SANGLEY POINT, PHILIPPINE ISLANDS on 13 June 1945. It marked the end of existence aboard AK 135 after 30 days. The "six knot" Venus, known to its crew and to us as the "Galloping Ghost of the Guinea Coast," had finally made it, and so the main body of the battalion, 13 officers and 530 men had arrived. On the way eight days had been spent in MILNE BAY with several excursions for sightseeing, and four days went by in the harbor of HOLLANDIA with a church party and a liberty group going ashore.

It was glorious to be on land after the days on the ill-named, inglorious Venus with her three-inch elbow allowance per man, her fantail heads and her dogged, cautious, backtracking course.

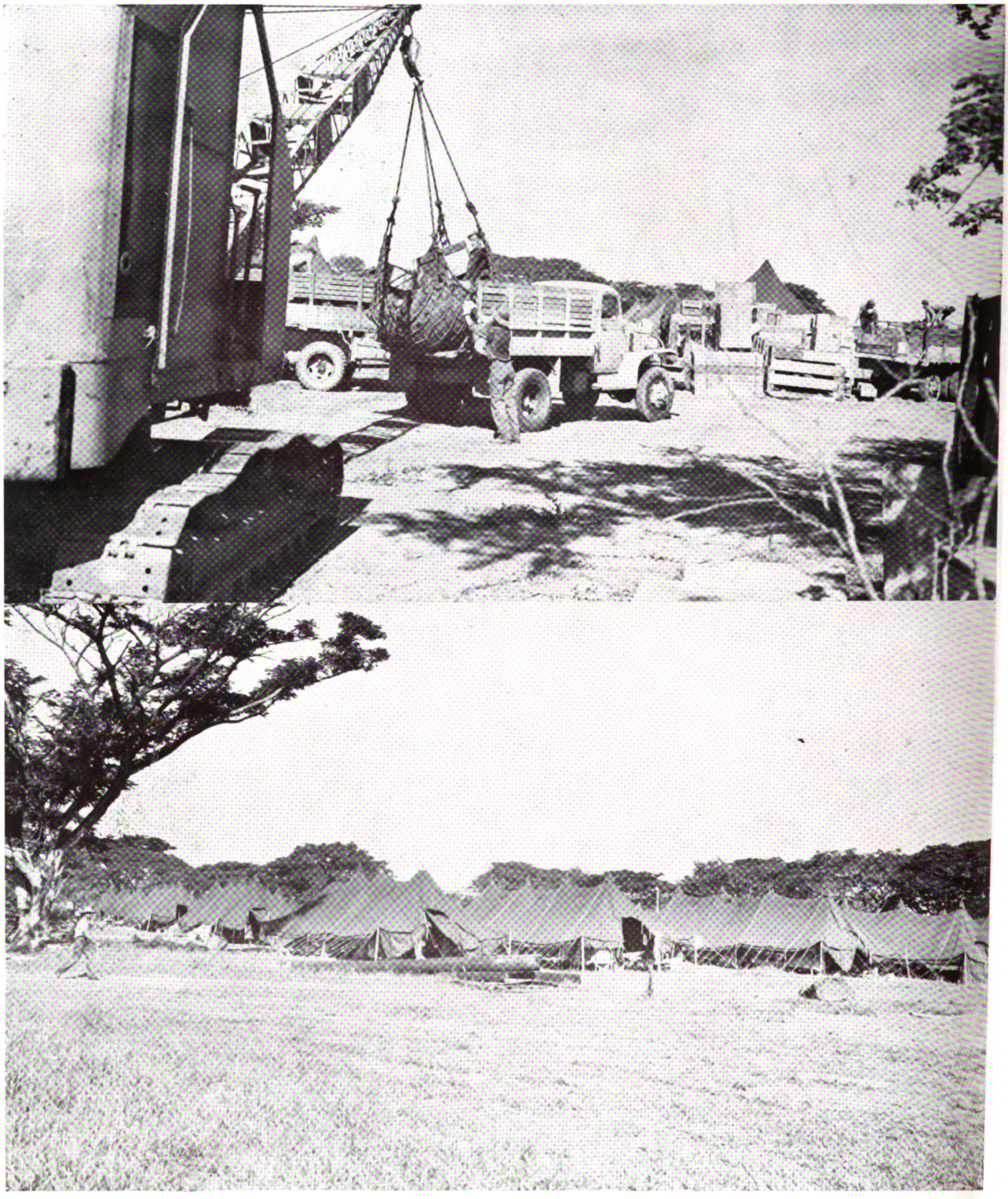
All hands heaved to immediately for about a week's unloading of the tightly packed, equipment-filled holds of the Venus, via LCTs. The camp was on Sangley Point, LUZON, only a few blocks from CAVITE CITY and just across the bay from MANILA. A 10-minute walk took the men to the half dozen blocks of shops which made up Cavite's business section, but a drenching in a landing craft or a jolting in a truck over a washboard road was the price to be paid for a visit to the battle-scared and bomb-blasted capital of the Philippines.

Filipino youngsters "from knee-size up" became a familiar sight with their fingers spread in the popular "V." This took on a new meaning for us, for we thought surely "right after this job, we will go home."

For the first time we had sufficient building materials available, and we built ourselves quite a fine camp. Our homes were neatly squared-off rows of framed, screened, electrically-wired, decked, pyra-

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Reading from top to bottom: Unloading at Dispersal Area . . . Temporary Tents at Camp Site.

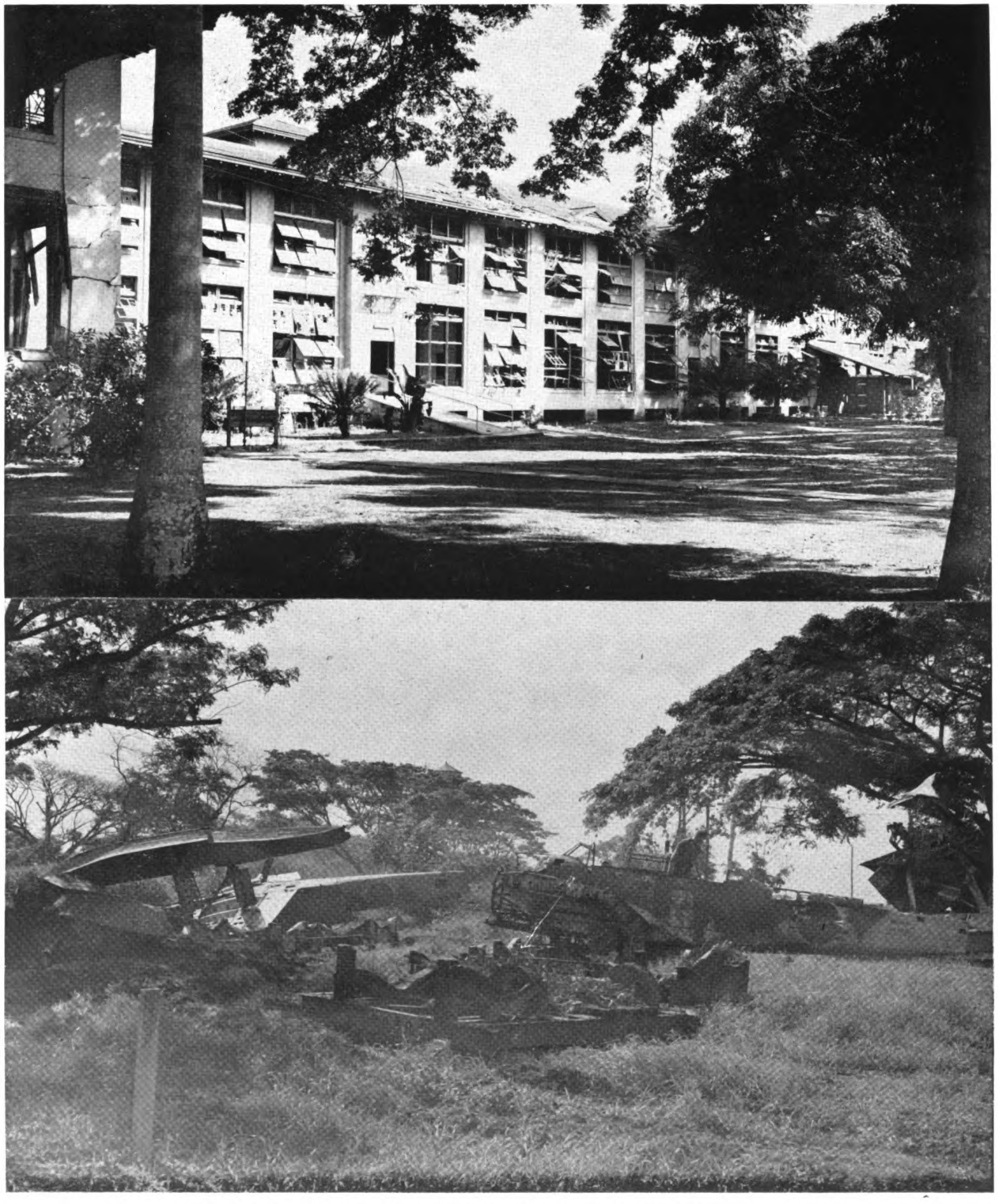


We did Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

We dic

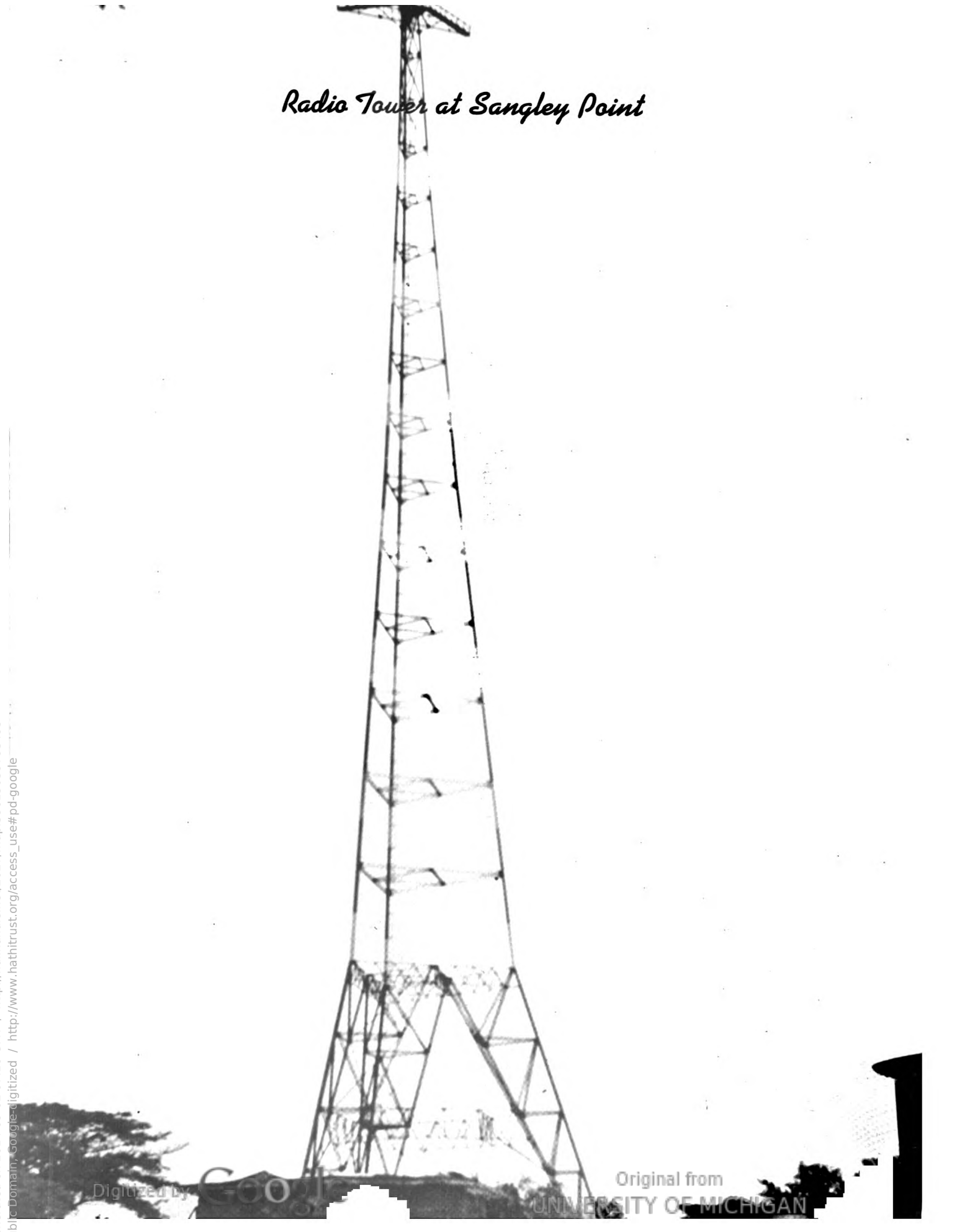


Reading from top to bottom: Original Naval Hospital, Sangley Point . . . Jap Planes at Sangley Point.

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Radio Tower at Sangley Point

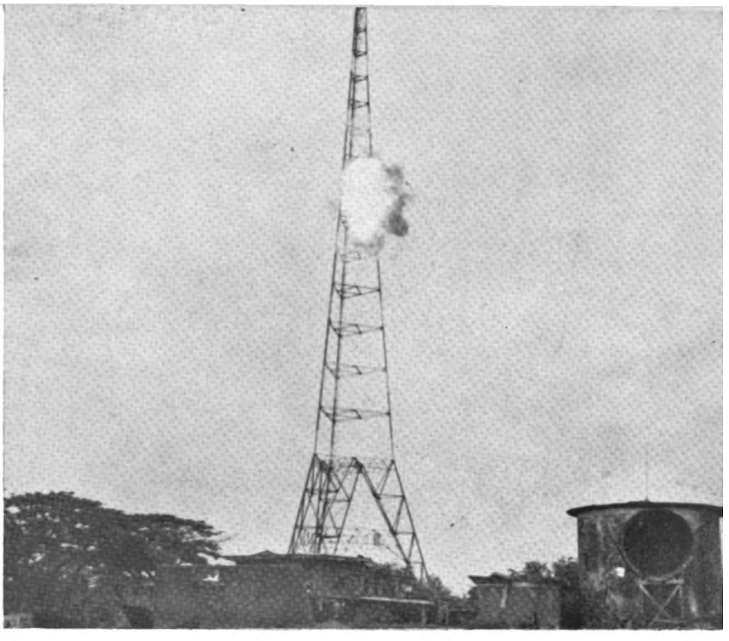
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

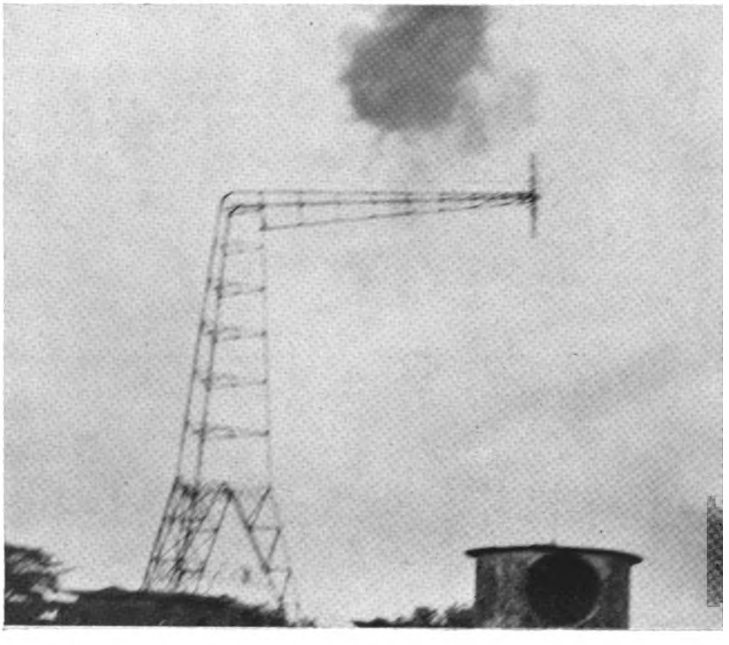
midal tents. Ship-type automatic heads were additional luxuries. A clean, cheerful officers' mess hall and wardroom, painted cream with buff trim and decorated with gold corps insignia plaques was the highlight of construction for the battalion's own use.

The first contingent of the 77th to land in the Philippines not only did surveying for the work to be done when the bulk of the battalion arrived, but also built two Bailey bridges between Cavite and Manila, as the Japs had blown up every bridge on the route.

All construction on Sangley Point was done by the 77th and the battalion personnel also supervised work done by Filipino labor at Cavite. One of the most interesting and novel jobs turned in at the Point was the demolition of two structural steel radio towers over 600 feet high, equivalent to the height of a 55 story building. Consensus on the base was that the job could not be done the way our lads proposed it, so interest ran high as did the bets. Seventy-eight pounds of TNT were placed at each of two points on one leg of the tower about two-thirds of the way from the ground. The anchor bolts of another leg were cut so that the greater mass of steel would twist clear of the nearby cemetery and road. When the charge was set off it blew out a section of the leg and the tower collapsed like a paper bag. The results on both of the towers were virtually identical. The effect of the charges had been so well-gauged and the preparations so well-made that, aside from a few rivets, no part of the towers fell further than 60 feet from the bases of the structure. Our Skipper's slogan again rang true: "No job too big, no job too small."

While building facilities for the Sangley Point Naval Air Base and the Cavite Naval Base, the personnel of the 77th heard the news. The War Was Over! It had been a long haul between that first bomb at Guadalcanal on 19 September 1943, and V-J day, 15 August 1945, heralded by siren in the Philippines.

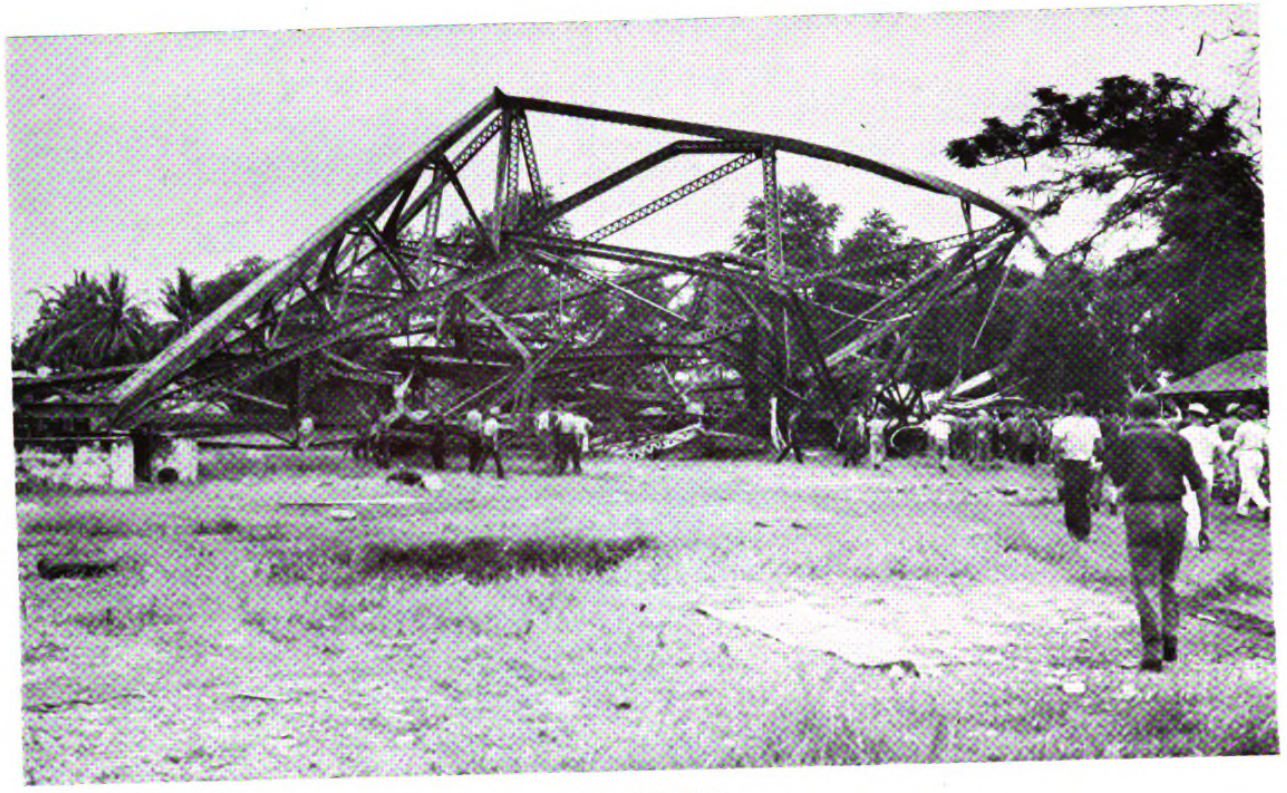






At right, reading from top to bottom: Charge Going Off . . . On the Way Down . . . Last Crumble.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Completed Job



Charge Setters

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

V-J came and went, but the work never stopped. We had projects to finish and new work to start. Prisoners of war would be coming in, and they needed facilities. There was no time off for the 77th.

The chief project on Sangley Point was the establishment of the Naval Air Base, a program which called for a 5,000-foot strip, Naval Air Transport Service Terminal, and seaplane base. Huge, steel-reinforced, concrete Jap pillboxes and other structures had to be blasted and cleared from the site of the air strip, as well as elsewhere, and a breakwater erected, since the strip lay immediately adjacent to the sea. The warning scream of the siren preceding each blasting was observed since the work was close by and was frequently followed by a rain of falling stone and debris in all directions. In addition to the strip, which was 150 feet wide, more pierced planking was laid almost the entire length of the strip for a taxiway and parking.

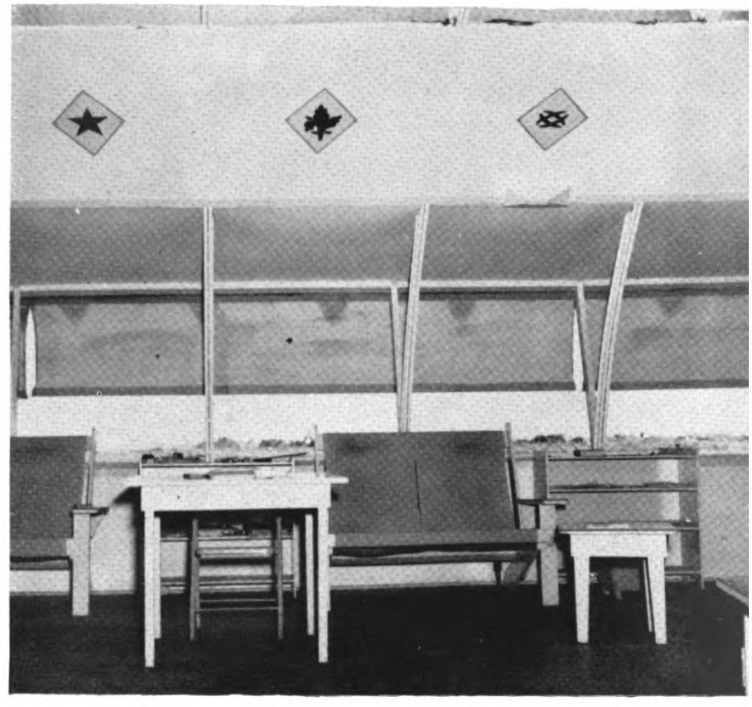
Work at the seaplane base included pouring concrete for a large apron and ramp, as well as a fabricated steel nose hangar, warehouses, and shops. The NATS terminal included two large warehouses connected with a wooden structure.

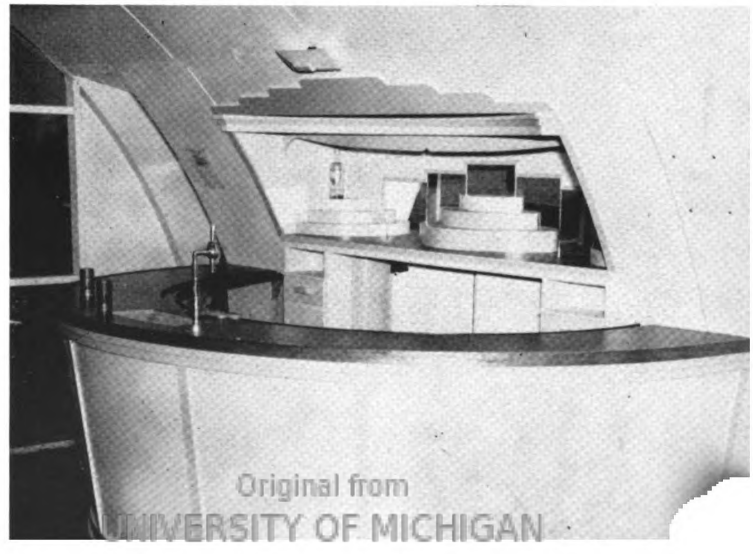
Other facilities built by the 77th were a tank farm, boat pool area, radio transmitter, housing facilities for all personnel of the Naval Air Base, recreation areas, transportation pool, utilities, and supply area.

And then, with the end of the war, a need for quarters for prisoners of war being flown to the Point on their release from prisons further north. We felt good. This was doing something specific for the men who had gone out front, been in the thick, and then suffered the hell of Jap prisons; we were helping them take the trip home.

A contingent of 55 of our men spent six weeks at CORREGIDOR building facilities for the harbor entrance control post, while daily scouting parties still hunted down Japs in the extensive cave systems and surrounding areas. With this group on







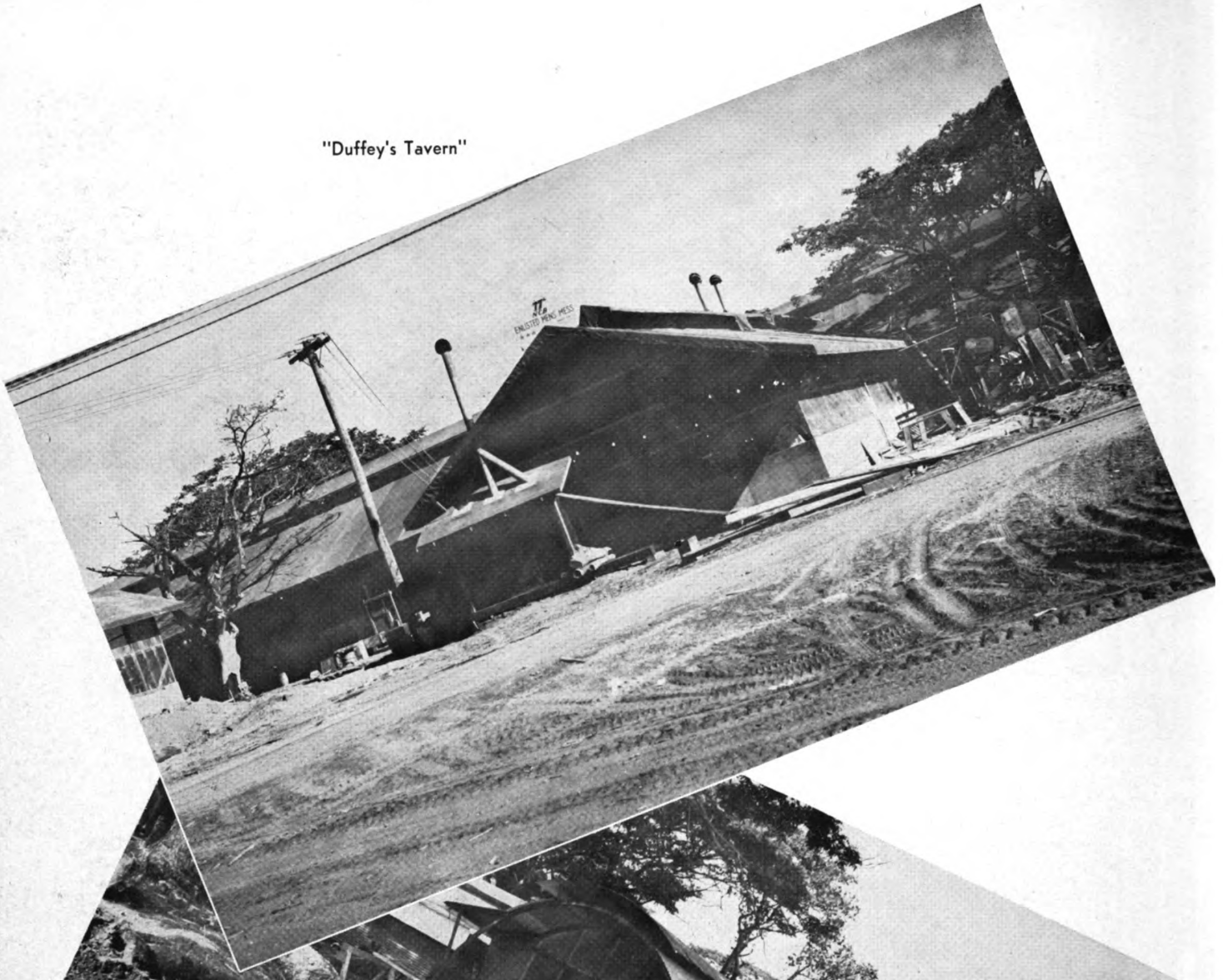
At right, reading from top to bottom: Coffee Hour . . . Officers' Wardroom . . . "Coke?"

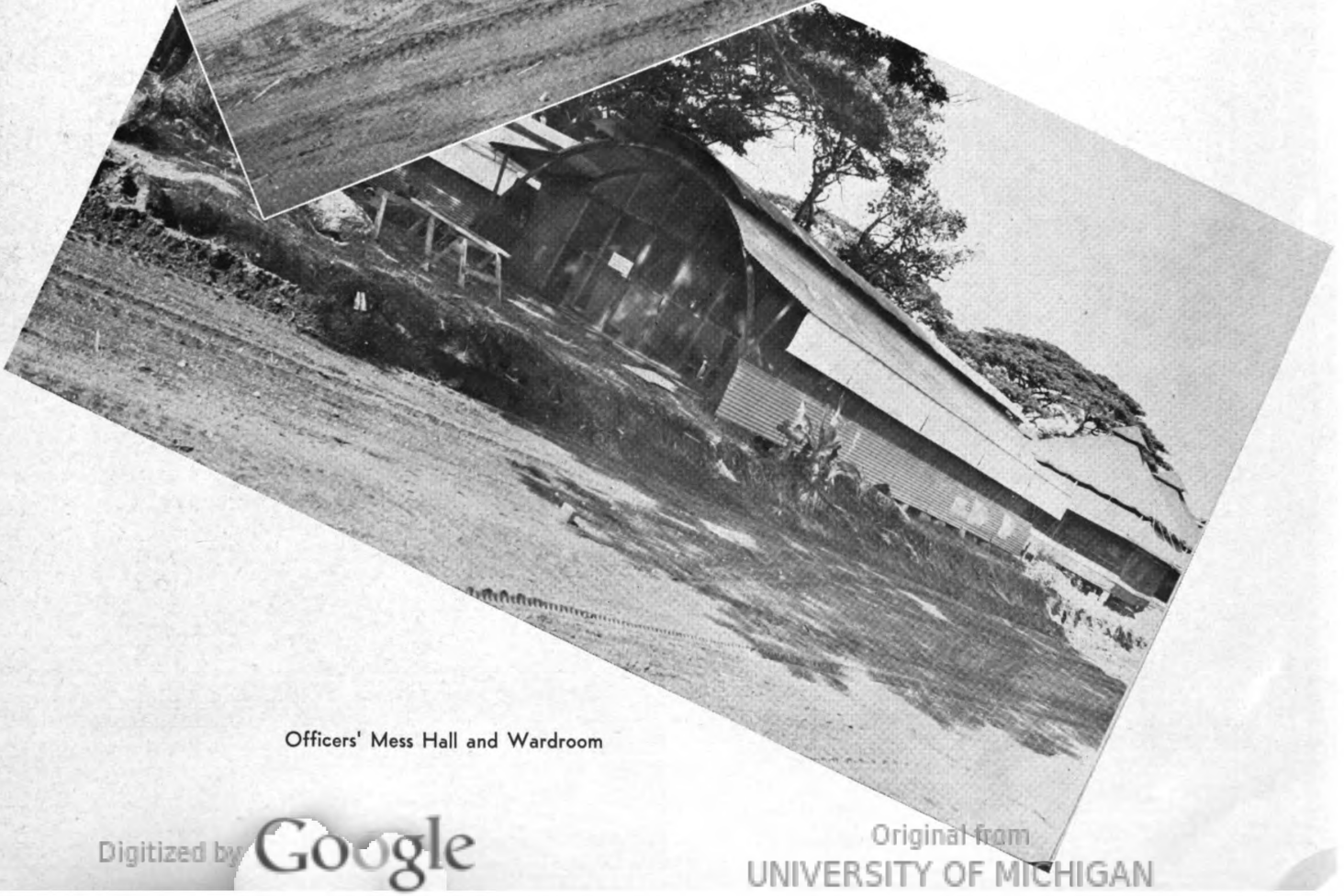
Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

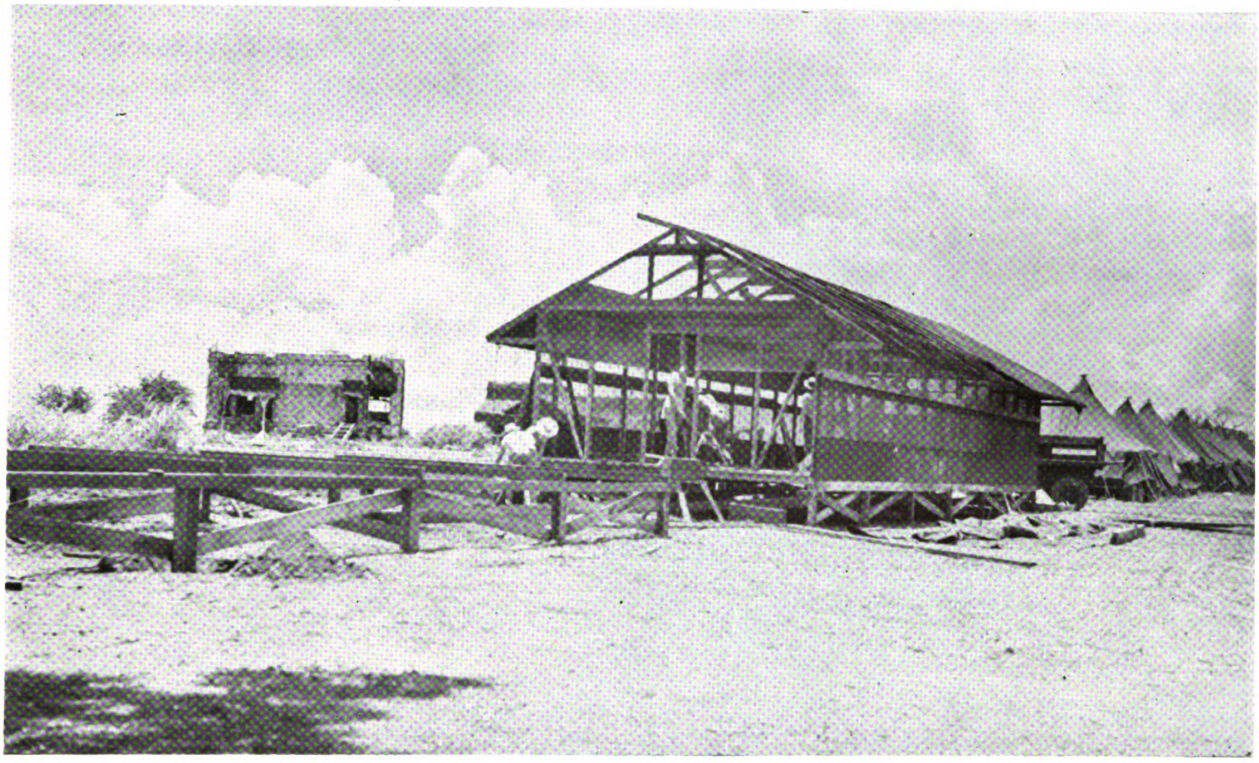
"Duffey's Tavern"



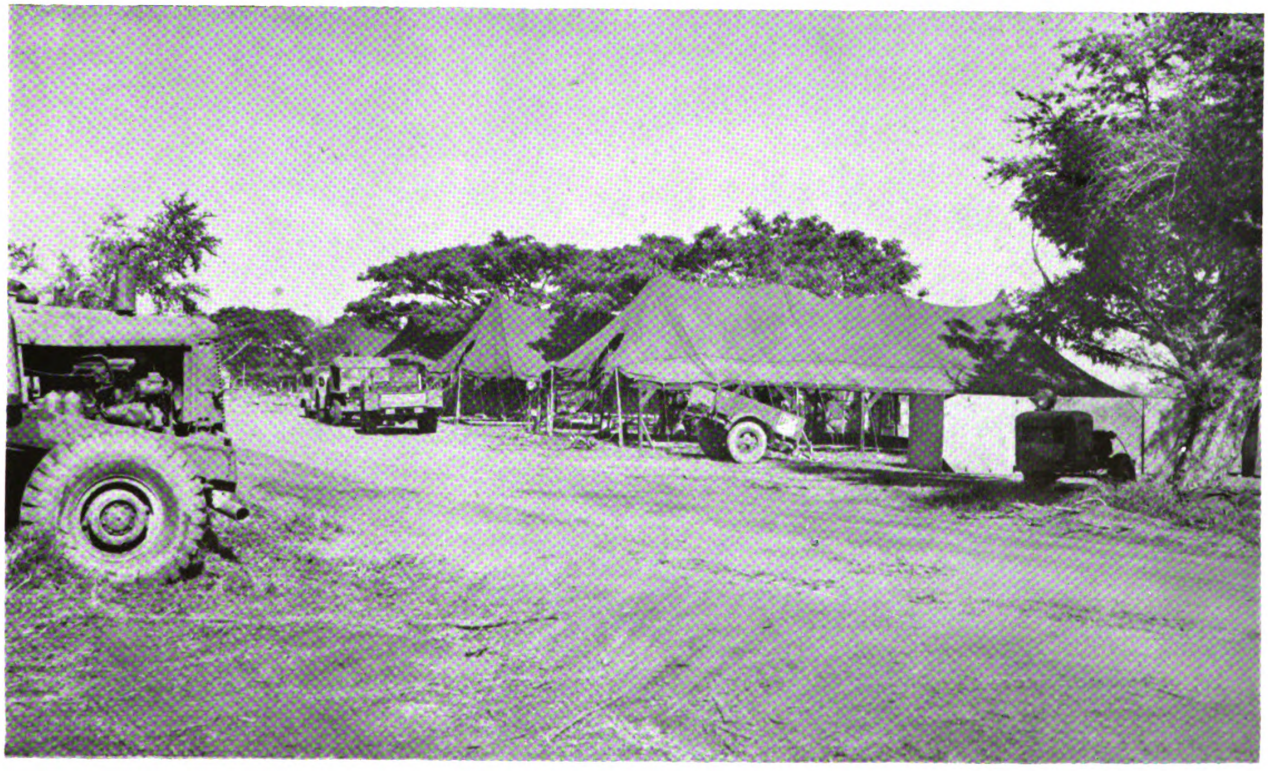


Officers' Mess Hall and Wardroom

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Sick Bay Under Construction



Supply Area

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Cleanup for Strip



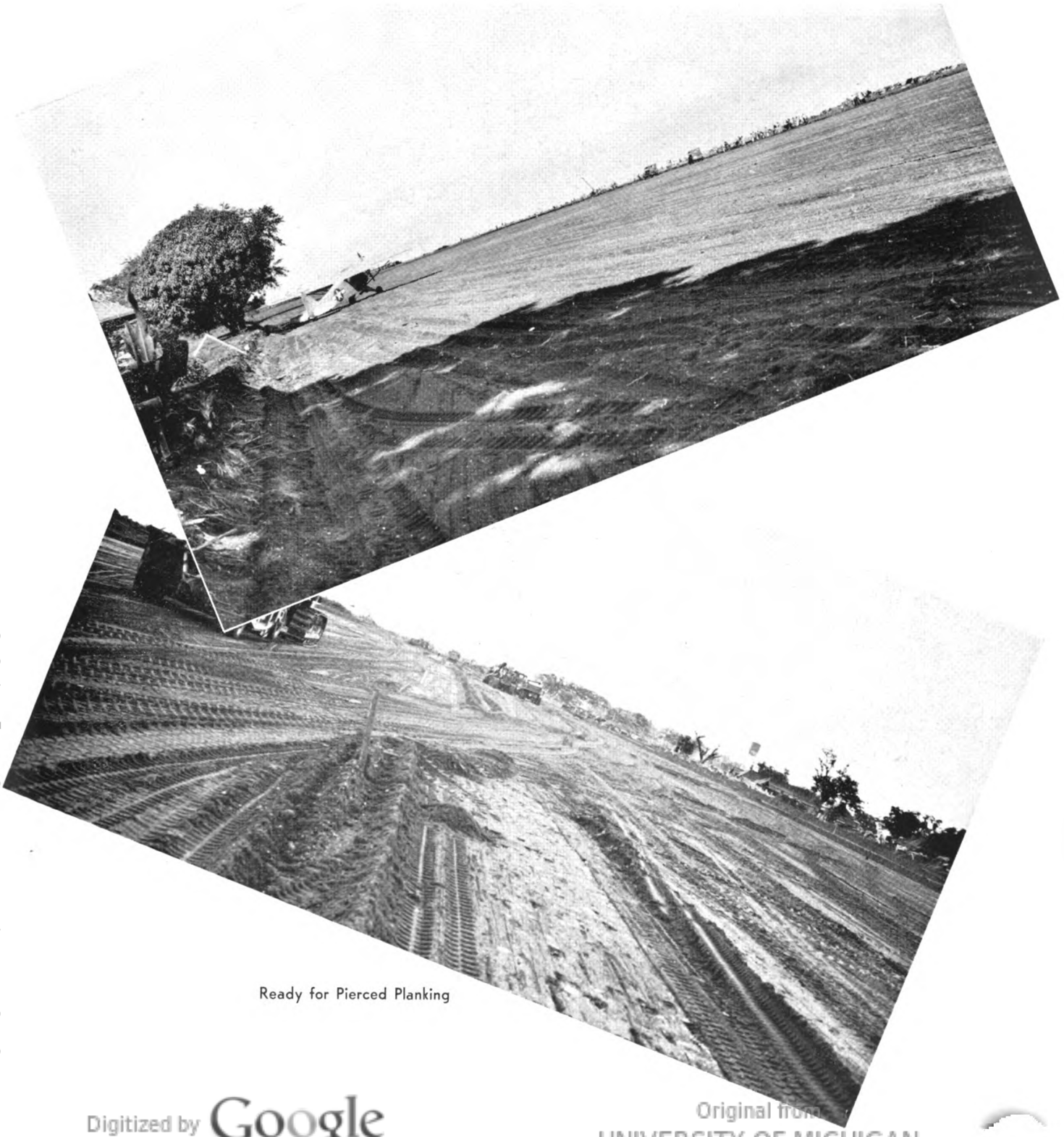
Coming Along

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

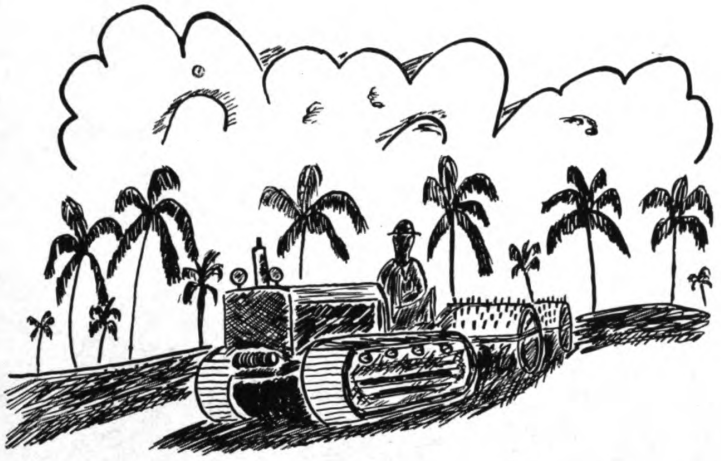
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

In Process of Grading



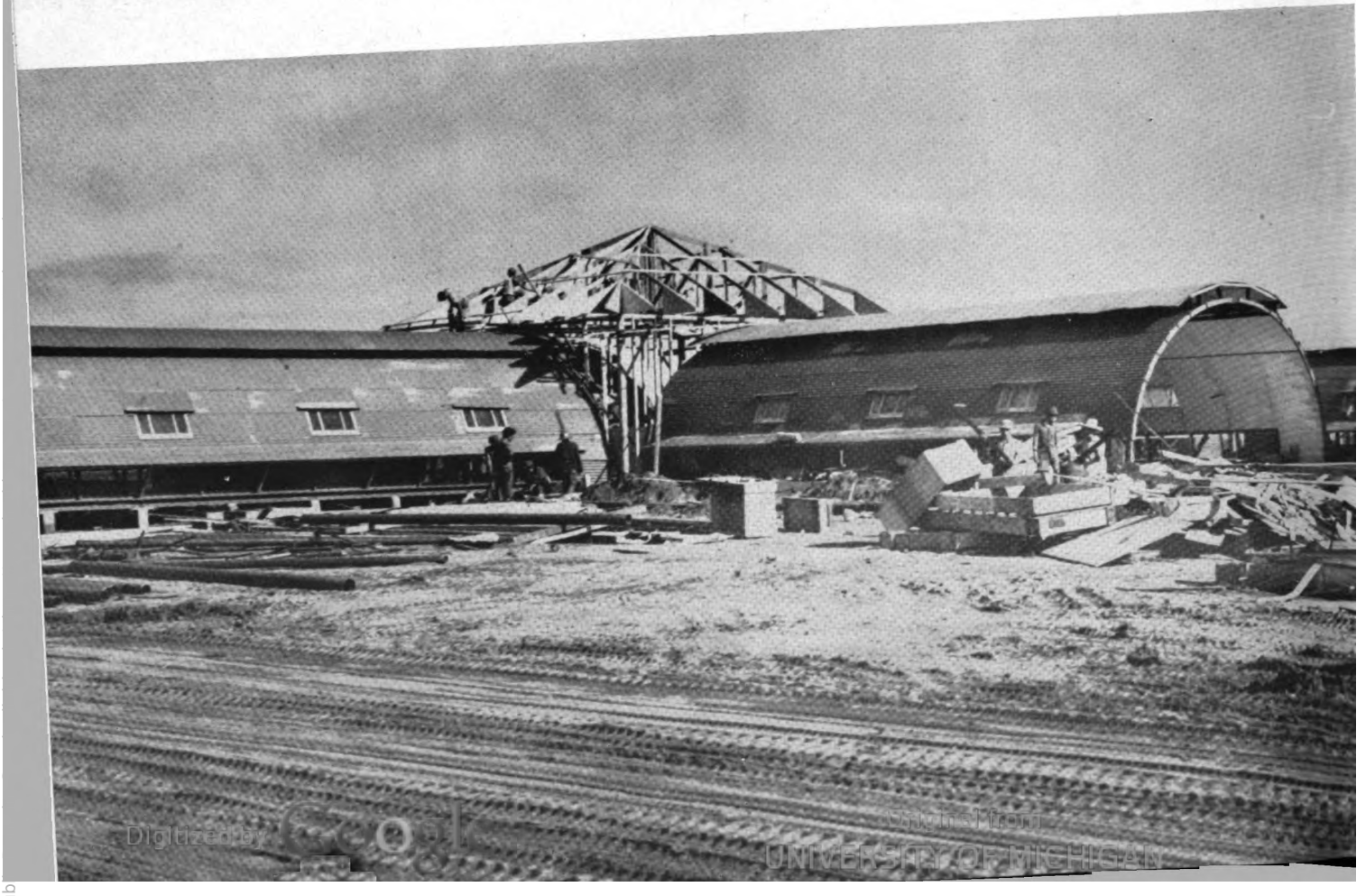
Ready for Pierced Planking

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

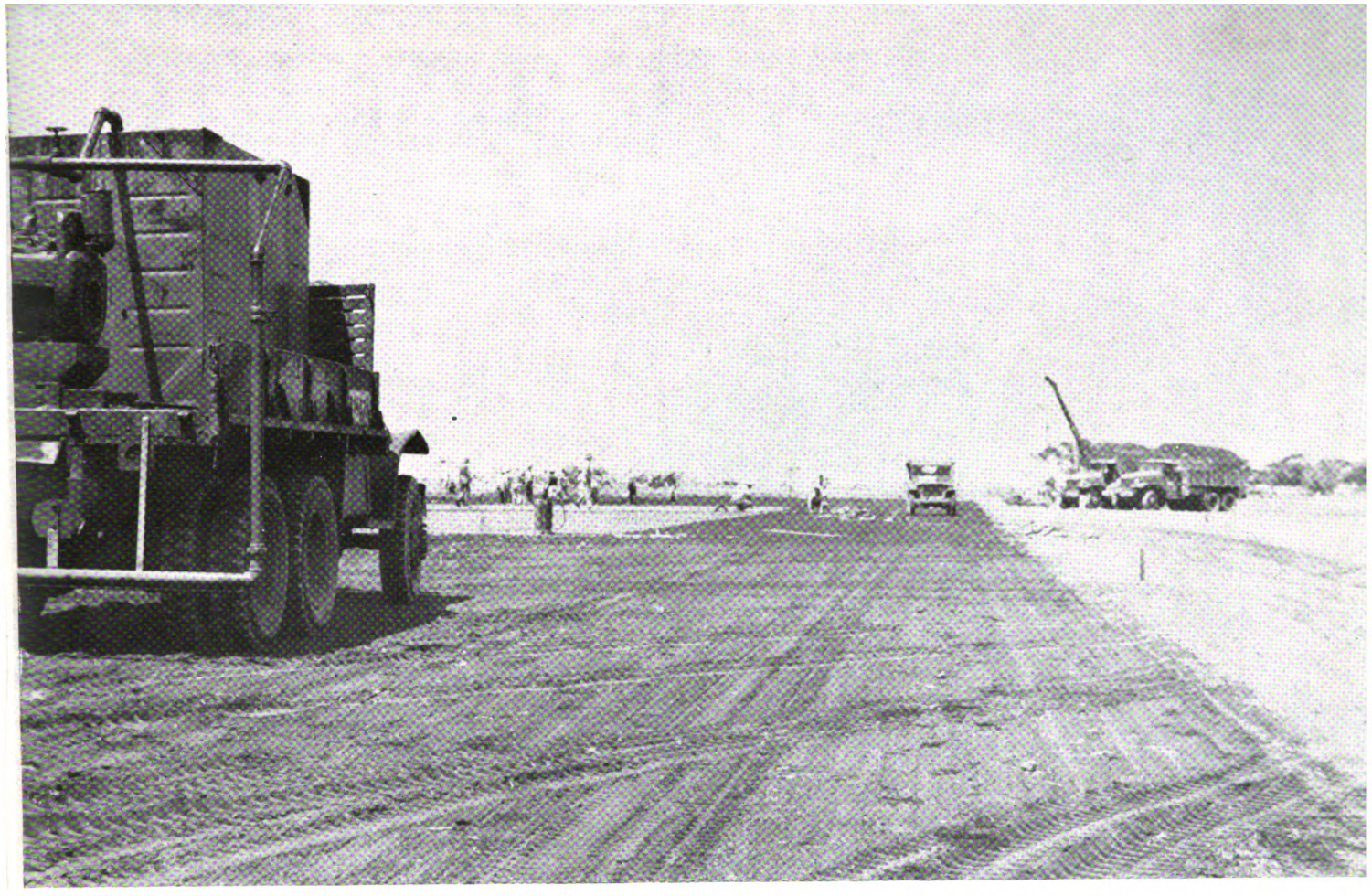




Oiler For Strip



Digitized by Google
UNIVERSITY OF MICHIGAN



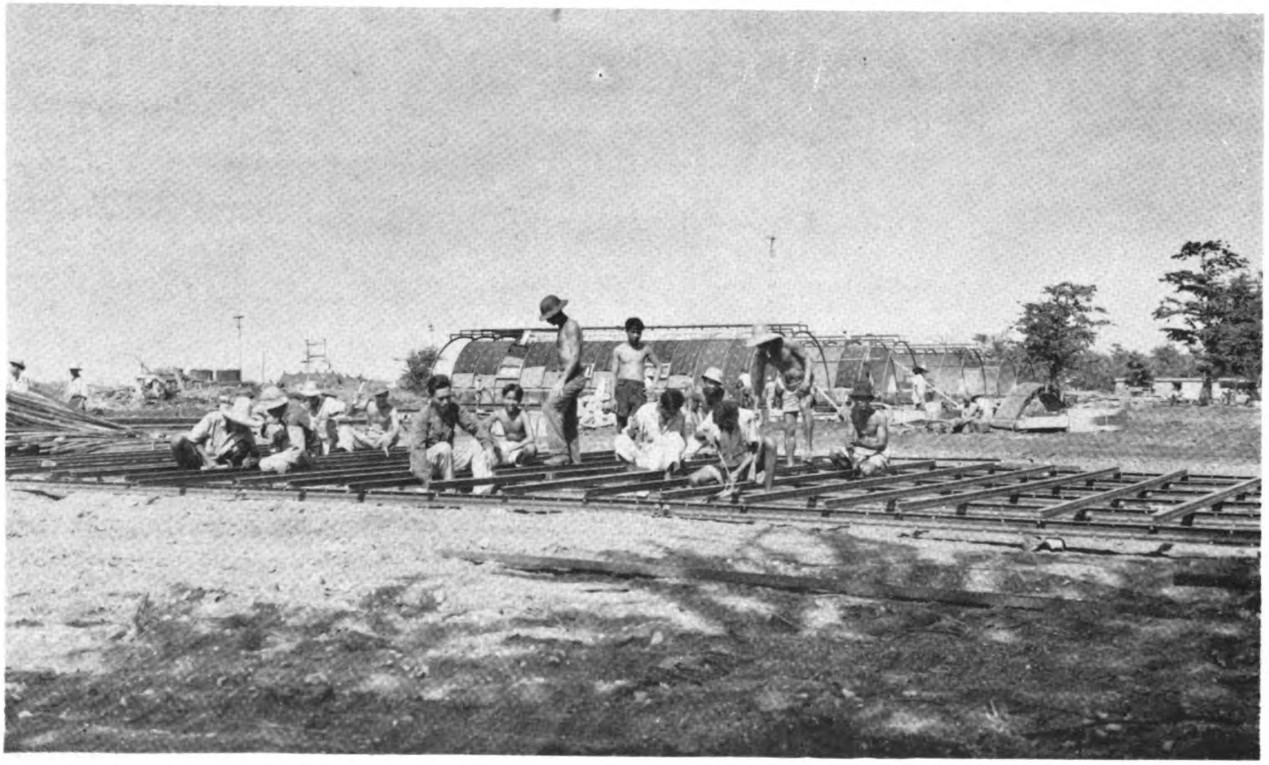


Naval Air Base Hospital

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from
UNIVERSITY OF MICHIGAN



Cement Deck Going Down



Native Labor

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



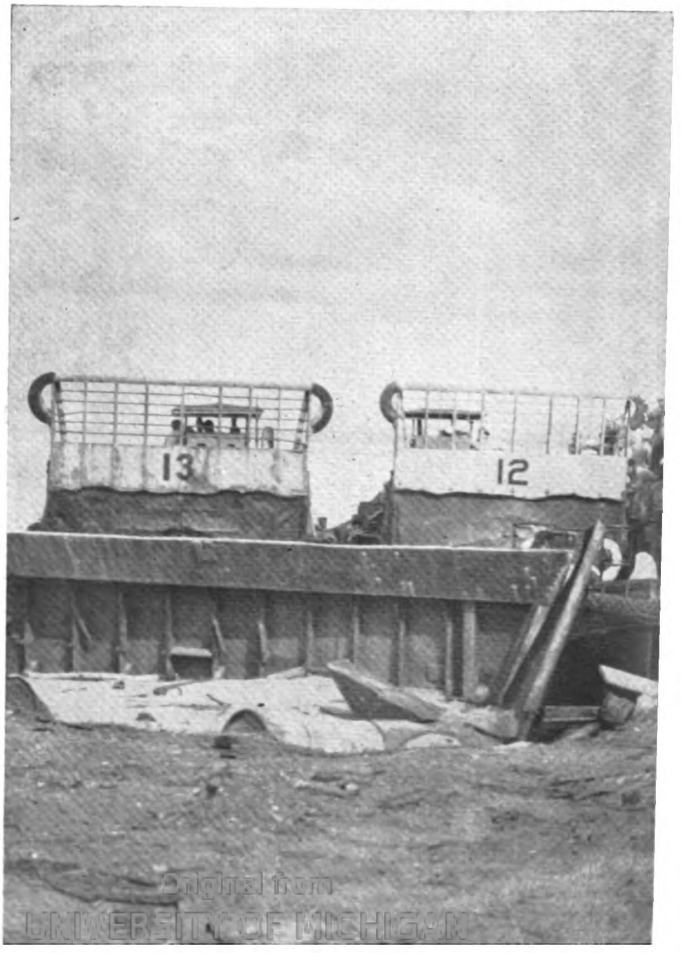


Assorted "Trouble Shooters"

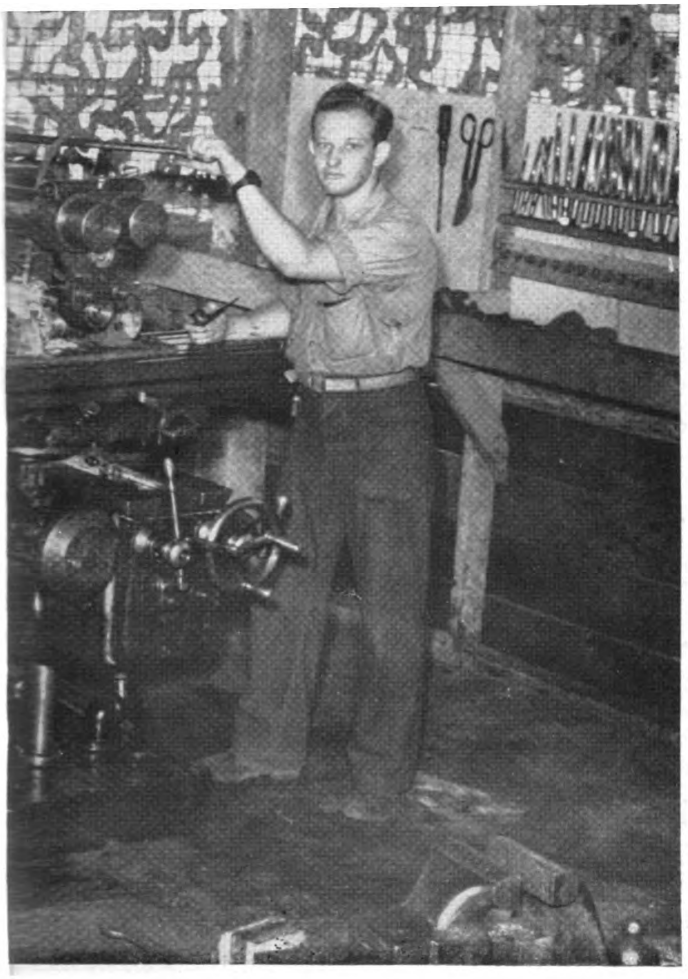
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

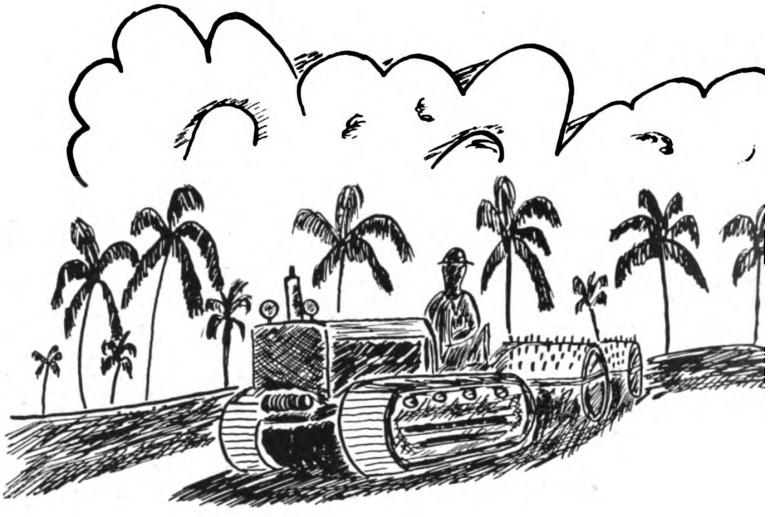


Liberty Group At Hollandia



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google





Utilizing Rebuilt Jap Equipment



Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN



Wainwright Tunnel



Rubble In Wainwright Tunnel

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Hospital Ruins on Corregidor With Bataan Background

Corregidor and a rear echelon group on its way up from Australia, the celebration of the battalion's second anniversary overseas was postponed. Interest in the event had faded out with the end of the war.

Jobs with top priorities, which were under supervision of the 77th at the Cavite Naval Base, were a receiving station and Base Hospital Number 14. Both projects required a large number of Quonset huts since the NAB was scheduled to house 2,000 men and 800 officers and the latter was a 300-bed unit. Additional jobs at the base were the erection of an administration area, enlisted men's camp, storage and supply warehouses, shops, boat and motor pool facilities, and a dock area. All the work at Cavite was under the supervision of Lt. (jg) J. A. Russel, later temporarily assigned to us. He began the work prior to our arrival with Filipino labor and very little equipment, tools, or materials. His accomplishments were outstanding.

On the lighter side, the 77th Seabee Band increased in popularity and acclaim with the presentation of many excellent musical programs and dances for our men, neighboring units, and Filipino groups. An entertainment group led by Kay Kyser and supported by the Swingphibians was enjoyed by most of our personnel. Movies were on hand every night at the Naval Air Base Theater.

In the field of sports, the 77th Seabee Basketball Team reached its heights by winning the third and deciding game to annex the Sangley Point basketball championship when the Fighting Irsh went down to us 24-22 in a thrill-filled game.

In the Philippines, scuttlebutt was more frequent and wild than ever before. Nobody wanted to talk about anything except, "When will we go home?" Or "How many points do you have?" No one really knew, but everyone had a guess about when the battalion was scheduled to go stateside. The optimists had us going home in 30 days or less, while the pessimists pictured us as barely making Christmas 1945. Now you know who was right, but as this was being written, the item of topflight interest was strictly unknown.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Medical Department, 77th CBs



Dinner Music

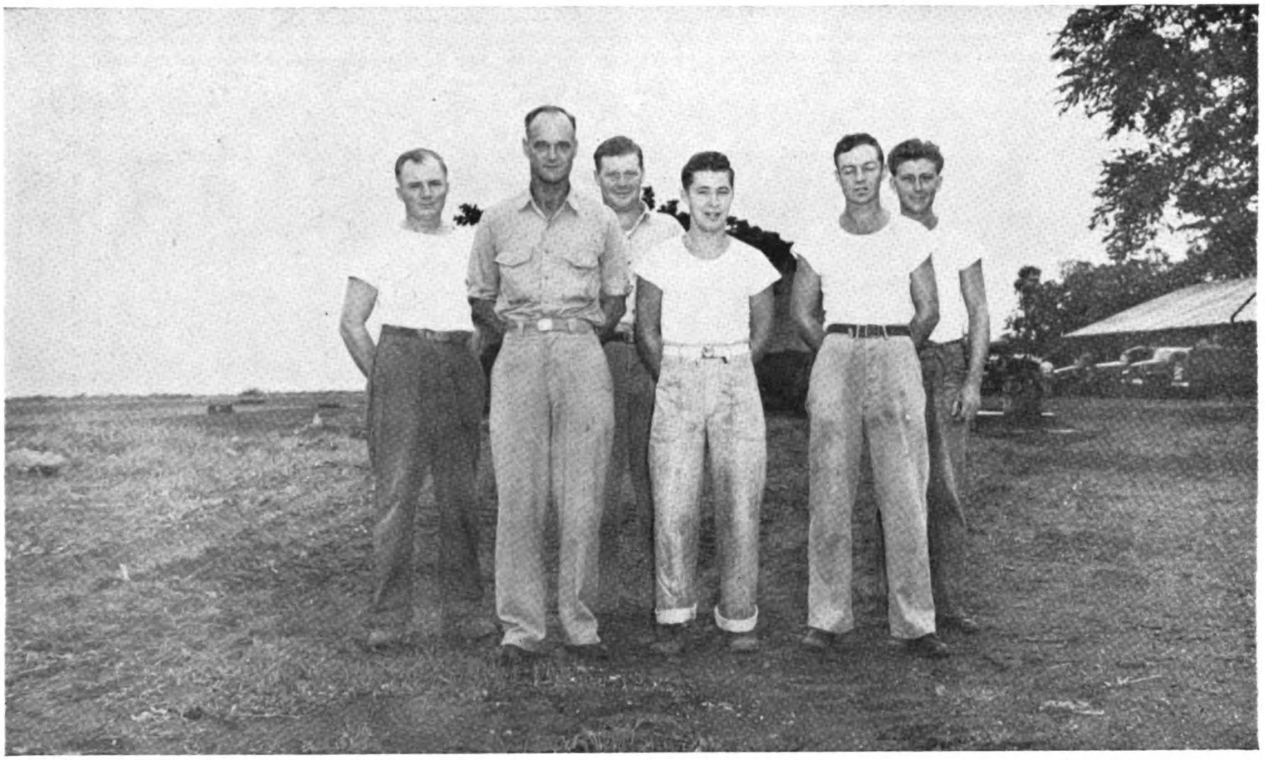
Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Homeward Bound Lottery



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

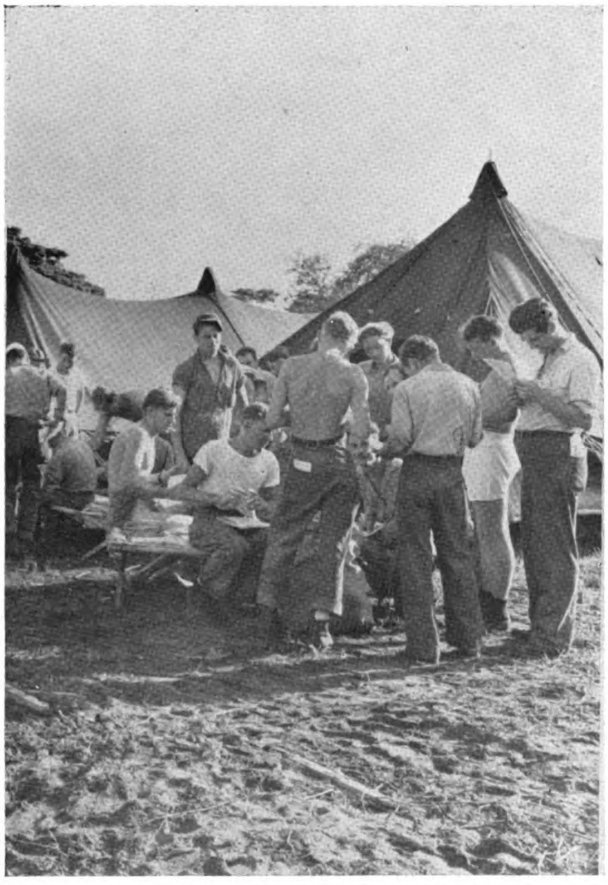


"Wood Butchers"

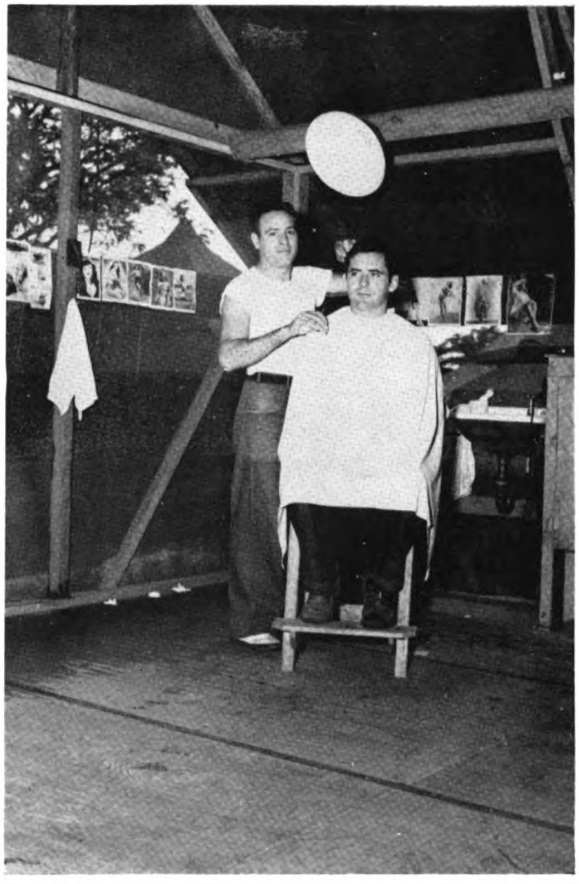


Surveyors

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



First Mail



"Frankie's Salon"

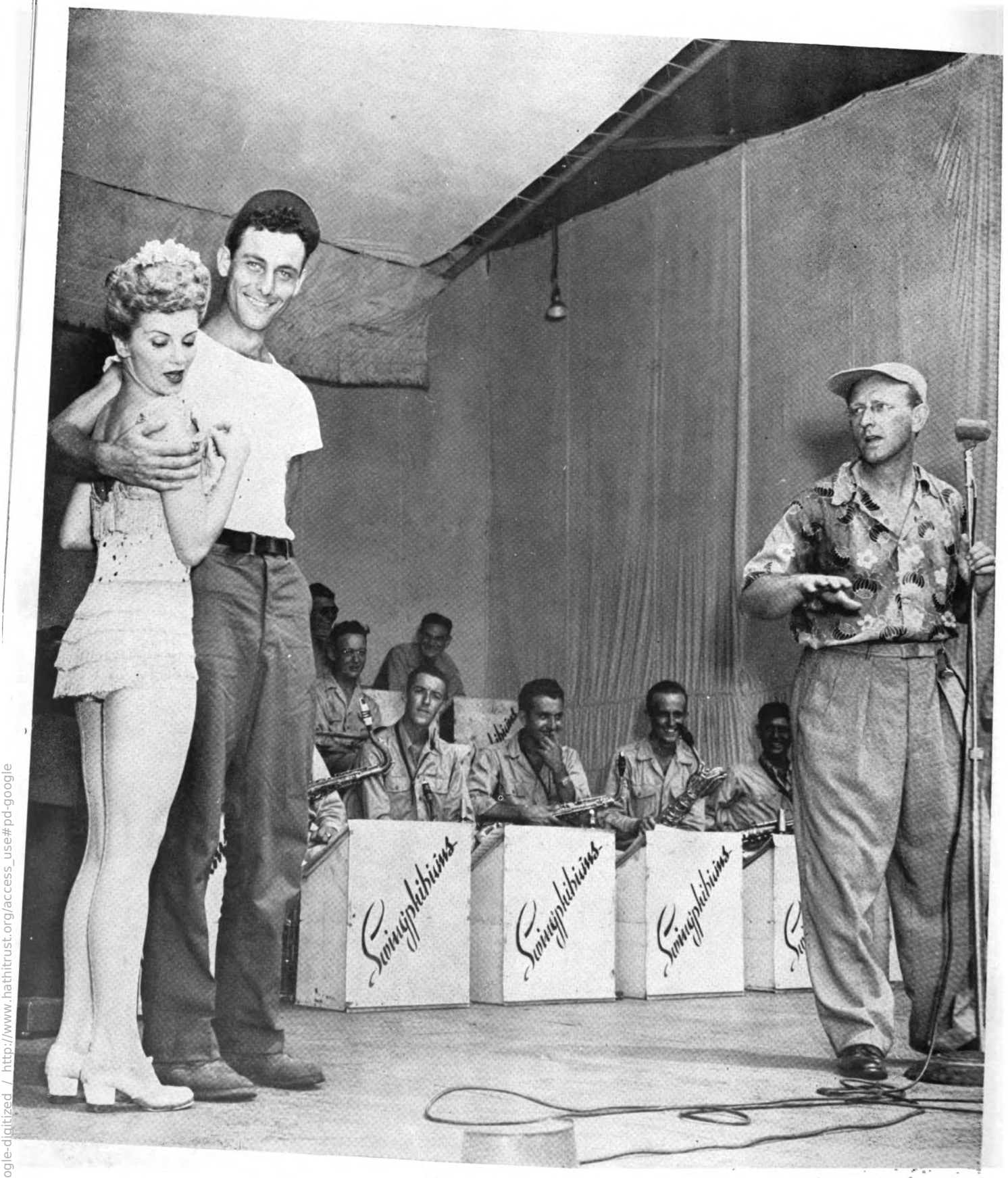


Lighthouse on Corregidor

Digitized by Google

UNIVERSITY PUBLICATION

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Our Don Juan

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Chiefs in Mess Hall . . .





. . And More Chiefs

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



BATTALION PERSONNEL

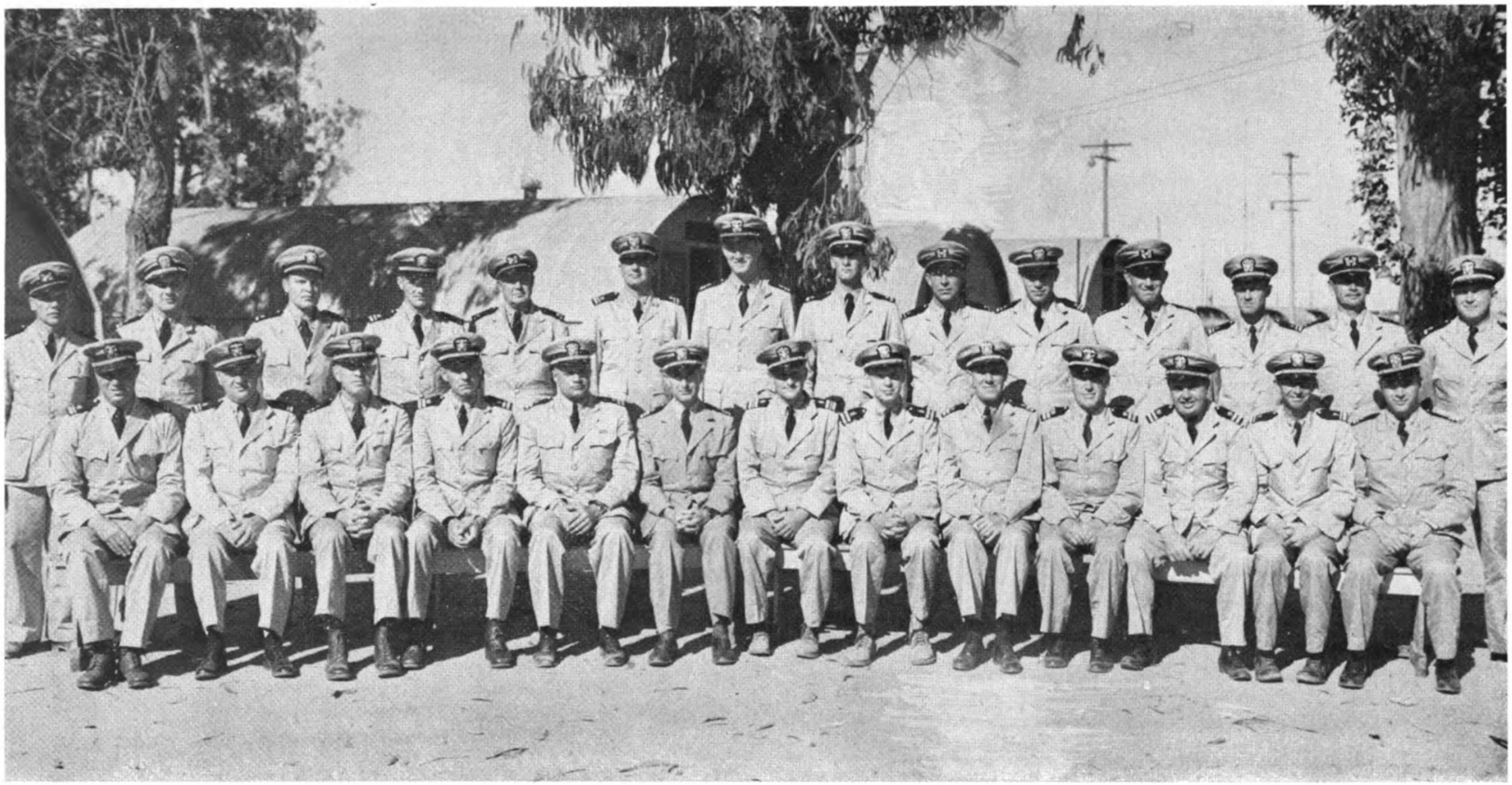
Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google



77TH N.C.B. OFFICERS AT CAMP ROSSEAU

Front Row, from left to right: S. Mank, M. J. Korns, R. J. Grant, S. E. Hoffman, J. P. Densmore, R. W. Van Stan, C. L. Medd, R. F. Tuck, J. G. Clark, M. J. Flynn, W. D. Rothwell, R. V. Goff, J. Y. Barnes.

Second Row: W. A. Kirkland, D. F. Fletcher, M. Davinich, R. A. Nielsen, W. A. Rogers, R. A. Johnson, G. A. Vaughan, J. J. Idema, V. T. Bendorf, G. P. Fraga, W. C. Stewart, H. E. Dunlap, A. W. Osterholm, G. A. Dando.

Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



77TH N.C.B. OFFICERS AT EMIRAU

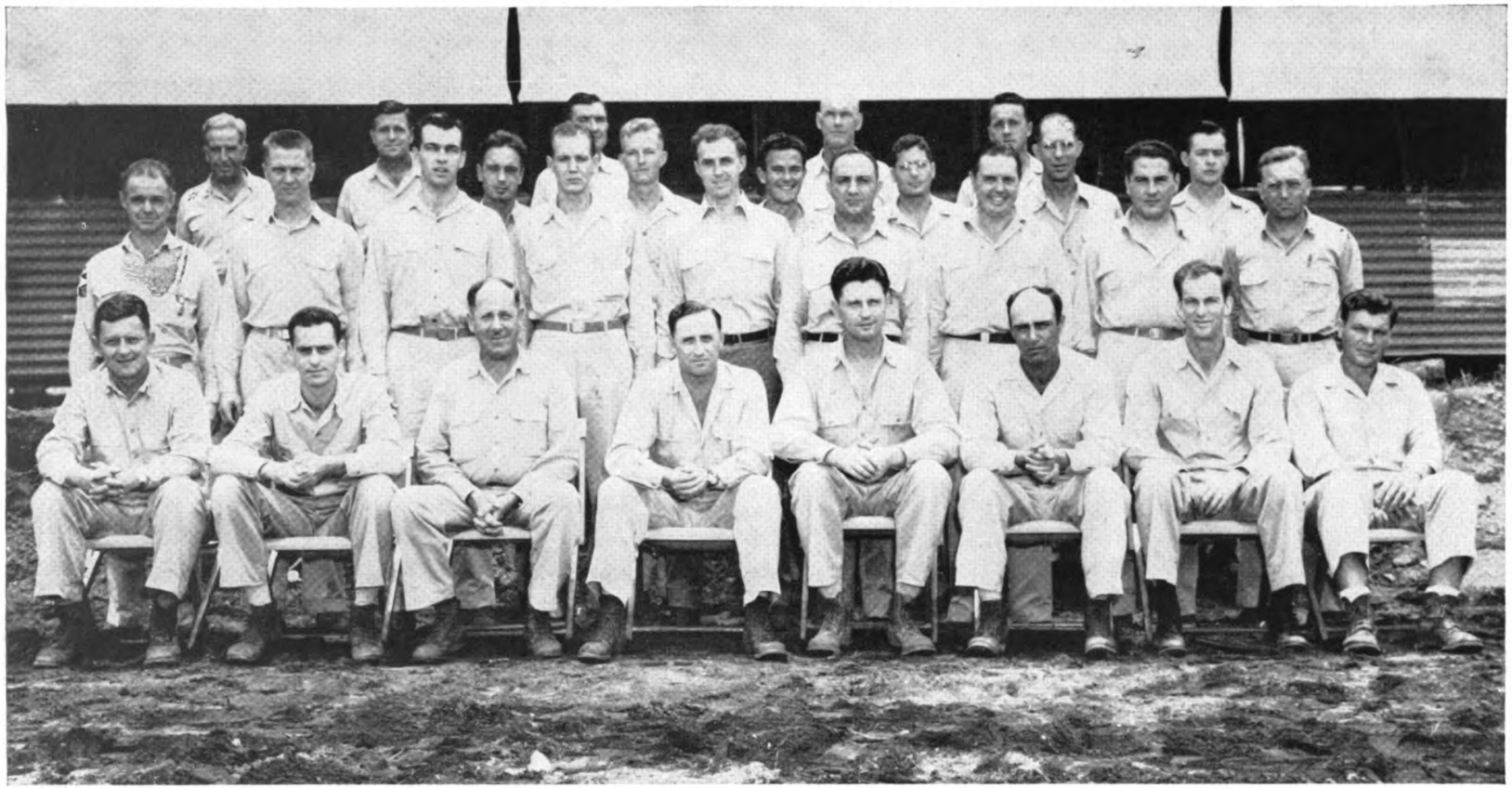
Front Row, from left to right: Lieut. R. V. Goff, Lt. Comdr. C. L. Medd (Doctor), Lieut. H. E. Dunlap, Lieut. M. Davinich, Ch. Carp. W. E. Philips, Lieut. J. Y. Barnes, Lieut. R. A. Johnson, Lieut. D. F. Fletcher, Comdr. C. T. Wende.

Second Row: Lt. (jg) J. T. Duggan, Lieut. R. A. Nielsen, Lieut. G. A. Dando, Lieut. R. F. Tuck (Dentist), Lieut. W. D. Rothwell, Lieut. G. P. Fraga, Lieut. J. G. Clark.

Third Row: Carp. J. L. Wahlstrom, Ch. Carp. W. A. Kirkland, Carp. P. S. Pomeroy, Lt. (jg) D. J. Driscoll, Lieut. S. Mank, Lt. (jg) R. U. White, Lt. (jg) H. P. Bunger, Lieut. C. E. Duncan, Lieut. M. J. Flynn, Lieut. J. J. Idema, Ch. Carp. W. C. Stewart, Ch. Carp. V. T. Bendorf, Lieut. M. "J" Korns (Doctor).

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



77TH N.C.B. OFFICERS AT SANGLEY POINT, P. I.

Front Row, from left to right: Lieut. G. A. Dando, Lieut. W. A. Grissom (Chaplain), Lieut. J. G. Clark, Comdr. C. T. Wende, Lieut. C. E. Duncan, Lieut. S. Mank, Lieut. J. J. Idema, Lieut. M. Davinich.

Second Row: Ch. Carp. R. N. McLoughlin, Lieut. C. T. G. Carlson, Lt. (jg) D. J. Driscoll, Lieut. W. F. Henning (Dentist), Lt. (jg) T. A. Ceplikas (Doctor), Lieut. S. C. Lindemuth (Dentist), Lieut. W. D. Rothwell, Lt. (jg) J. T. Duggan, Lt. (jg) J. E. Carson.

Third Row: Carp. R. O. Pease, Lt. (jg) H. P. Bunger, Lt. (jg) R. U. White, Lt. (jg) S. D. Lester, Ch. Carp. V. T. Bendorf, Ensign R. F. Campbell.

Fourth Row: Carp. I. N. Nelms, Ch. Carp. J. E. Garland, Carp. R. J. Ohland, Ch. Carp. J. H. Painter, Ch. Carp. W. E. Philips.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN



HEADQUARTERS—PLATOON 1

Front Row, left to right: W. C. Lewandowski, C. L. Dixon, M. A. Coty, V. J. H. Ames, I. L. Green, D. W. Ainaire, R. G. Lofgren, W. E. Mitchell, C. O. Terry, P. F. Bartley, F. F. Calaguire, J. D. McKinney.

Middle Row: E. M. Greenwood, D. L. Ellery, M. Fagot, W. V. Keating, E. J. Dewey, J. A. Sharwatz, G. J. Hernjak, A. D. Adams, C. O. Roff, F. J. Abate, H. O. Harris, H. G. Harper, R. L. Miller.

Back Row: F. Watson, G. P. Johnson.

HEADQUARTERS—PLATOON 2

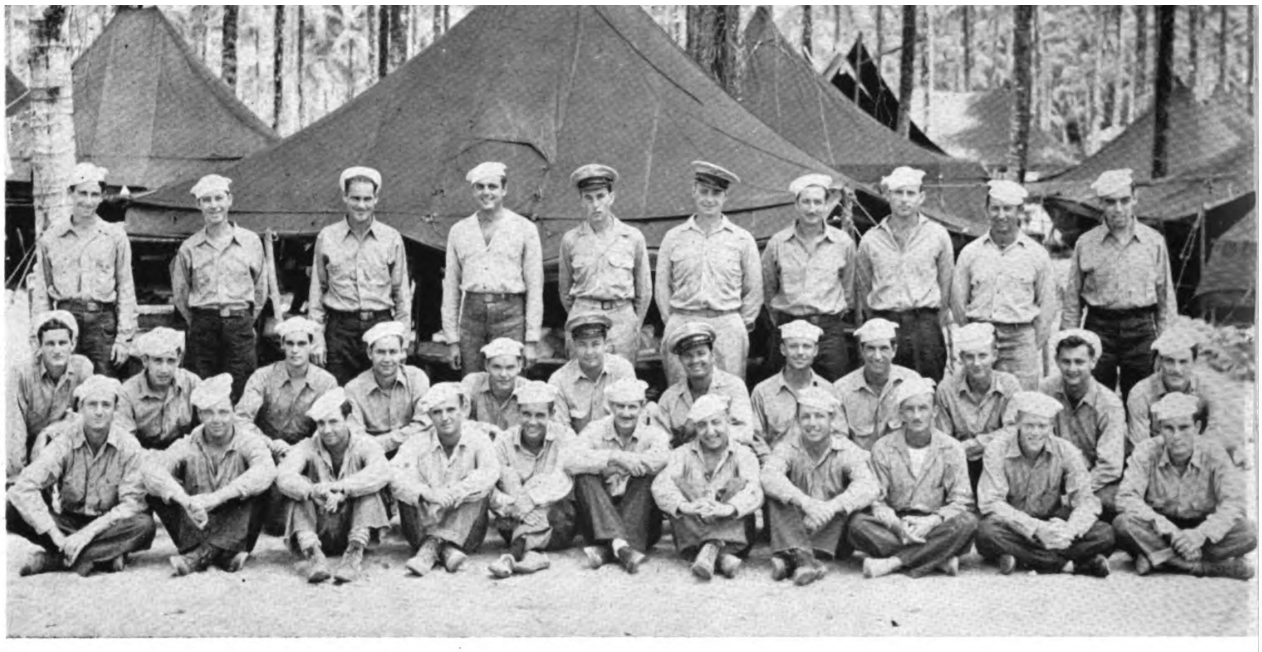
Front Row, left to right: J. E. Hart, C. R. Derstler, B. R. Girard, F. Balcom, J. W. Baughman, J. C. Hufstetler, J. V. Janda, J. R. Sellers, R. B. Hopkins, M. G. Barreto.

Middle Row: F. W. Bartlett, W. J. Drury, A. W. Janoski, L. E. Barnanowski, T. Barron, D. G. Morton, A. A. Vance, R. A. Cortez, D. E. Howard, O. R. Johnson, J. H. Jones, F. J. Jershin, D. B. Hodges.

Back Row: R E. Cocron, E. J. Lane, B. H. Tuttle, F. E. Maddox, W. H. Oliver, R. M. Black, M. W. Peterson, J. R. Meyer, R. E. Baker, C. A. Barone, G. C. Leach.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



HEADQUARTERS—PLATOON 3

Front Row, left to right: J. B. Love, J. Norton, H. P. Anthes, H. A. Smith, C. R. Kane, J. T. Cady, V. L. Russo, O. L. Shaver, D. F. Badger, J. C. Andis, A. Roiz.

Middle Row: S. D. Gillies, J. Storch, J. W. Wheelock, J. D. Wagner, M. N. Stevens, J. A. Banko, M. A. Hicks, T. B. Preuit, R. S. Gillis, C. P. Banta, F. X. Hurt, A. N. Milligan.

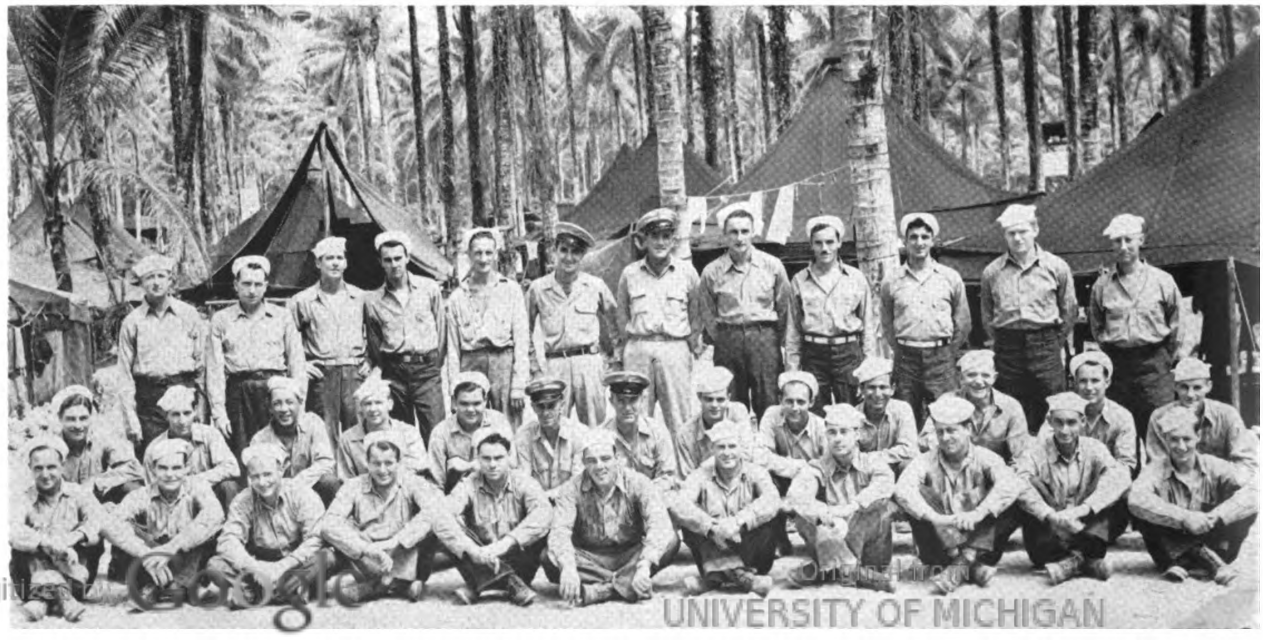
Back Row: E. P. Brabant, R. P. Swineford, C. R. Crawford, W. L. Plummer, J. Kadau, J. P. Haddock, C. K. Gossage, C. E. Martens, W. M. Tarnofsky, R. H. Harrington.

HEADQUARTERS—PLATOON 4

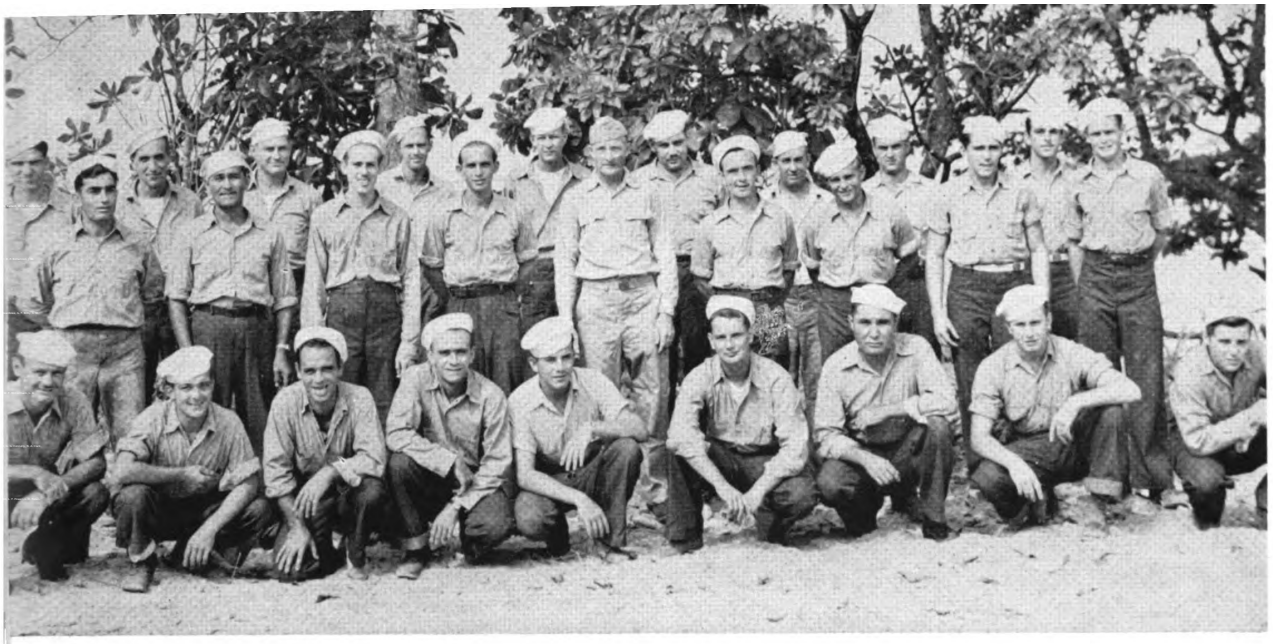
Front Row, left to right: G. J. Boggaili, D. H. Fryer, L. F. Eye, A. T. Brannon, E. W. Plowman, W. D. Baumel, J. E. Weese, R. S. Allnuth, T. L. Bransdal, W. G. Smith, G. R. Hiatt.

Middle Row: E. R. Mora, J. M. Stout, D. J. Louis, J. K. Havird, E. A. Thomas, H. R. Rich, J. C. Cuff, H. M. Love, W. J. Bartik, S. Koen, A. F. Vitous, M. A. Parrish, C. N. Donnelly.

Back Row: W. H. Beckham, C. H. Oestriech, E. R. Matthews, F. H. Pierson, H. L. Gill, J. J. Pancher, G. L. Owen, L. R. Travis, N. A. Krueger, R. A. Tamaccio, A. E. Neuman, O. Searls.



Digitized by Google
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY A—PLATOON 1

Front Row, left to right: J. W. Anderson, L. R. Poole, J. G. Fraumeni, H. N. Ballard, W. G. Friedlander, R. W. Edwards, G. R. Edwards, W. R. Bernet, W. G. Phillips.

Middle Row: C. DiPeri, G. P. Salgado, M. Belsky, J. V. Watson, R. F. Carr, R. F. Bohannon, J. W. Chase, R. F. Beach, R. D. Hensell.

Back Row: H. R. Heath, P. Berkowitz, S. J. Cook, R. A. Pickerman, J. C. Beardslee, G. F. Bilby, L. M. Whalen, G. E. Bastian, G. R. Henry.

COMPANY A—PLATOON 2

Front Row, left to right: S. Price, J. O. Price, E. F. Barcio, R. L. Plebuch, W. F. McCormack, L. A. Allen, N. Crisan, D. Phelps, J. Eldi, M. Cohen.

Middle Row: E. Winchester, L. B. Sproule, E. R. Atencio, D. P. Arrowood, G. G. Connelly, N. A. Clark, J. J. Raber, C. W. Holm, S. V. Bertrand.

Back Row: W. E. Collins, F. Beatriz, W. D. Bailey, H. R. Plotkin, C. R. Robb, L. F. Powell, L. O. Peterson, T. L. Kelley, L. E. Ashley, W. D. Finley.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY A—PLATOON 3

Front Row, left to right: J. R. Howe, R. A. Shadler, H. S. Rodan, H. M. Baker, L. J. Shaw, J. H. Roberts, C. A. Fiumefreddo, A. L. Sanchez, W. M. Fackler, B. J. Shannon, J. Bryant, N. J. Esposito, H. W. Young.

Middle Row: C. M. Roddy, L. A. Scholljegerdes, J. R. Kress, H. R. Ready, E. G. Mosier, C. A. Savage, J. J. Eustace, E. W. Hellstrom, R. F. Searles, R. B. Metzger, W. W. Koerner.

Back Row: A. S. Brown, C. H. Schaper, M. J. Fambrough, F. E. Russell, F. E. Wood, H. G. Stock, M. D. Shockley, W. O. Burley, R. E. Burns, T. M. Farley.

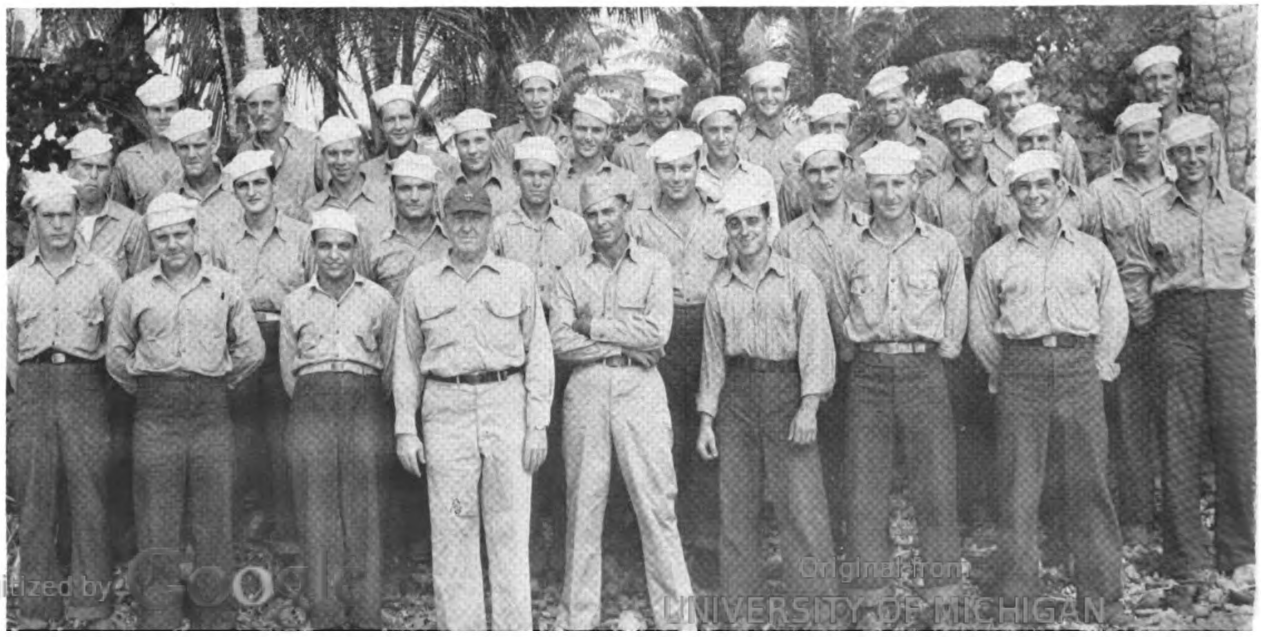
COMPANY A—PLATOON 4

Front Row, left to right: R. C. Stark, J. J. Bouchard, A. Ferrante, E. E. Englehart, P. S. Walker, M. J. Feroli, J. Foster, J. E. Darr.

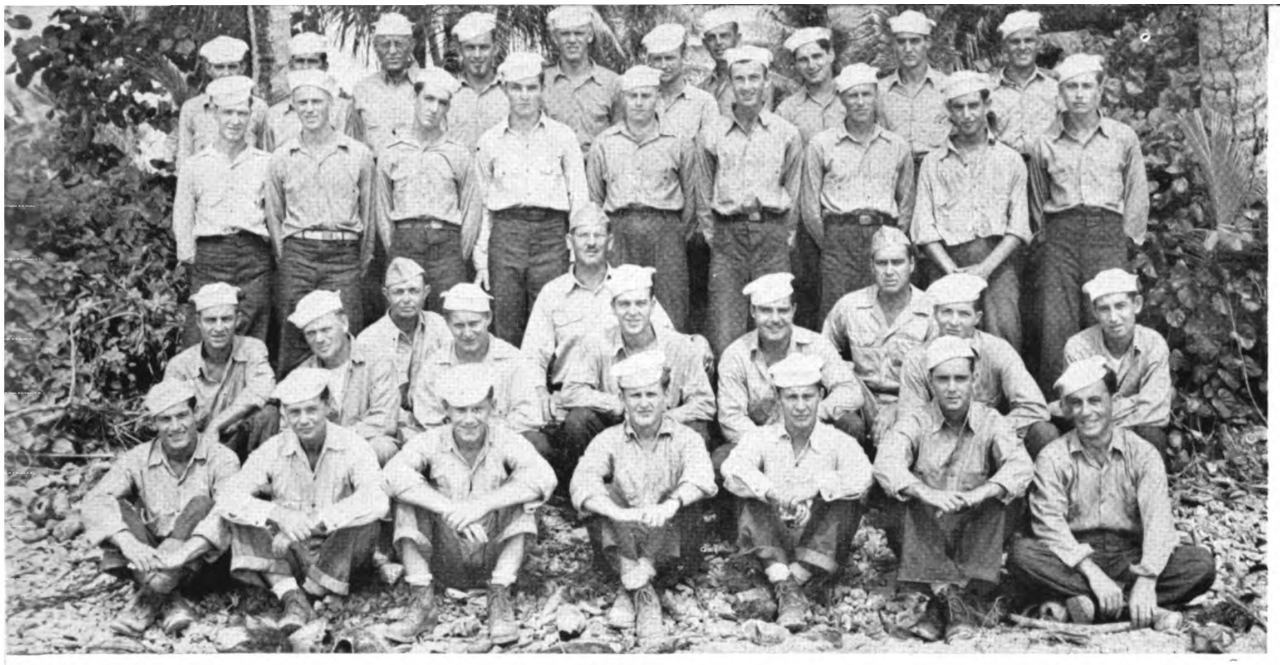
Second Row: P. M. Henley, K. W. Fitzsimmons, A. L. Lamb, F. S. Spreckley, J. Fasulo, E. Winnick, L. J. Tomsha, W. L. Foster.

Third Row: H. T. Fortune, R. E. Fox, R. L. Smead, H. R. Smith, A. W. Finch, J. A. Fleming, G. F. Figueroy, K. E. Langston.

Fourth Row: J. W. Fevola, J. E. Kesterson, J. F. Smith, R. E. Spears, A. H. Spurgeon, O. F. Fitzsimmons, G. M. Ferguson, R. F. Fife, W. T. Linville.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY A—PLATOON 5

First Row, left to right: J. M. Cerchio, W. W. Smith, O. A. Stefanowitz, W. C. Trushel, R. R. Pinske, H. M. Ulander, S. Catrambone.

Second Row: E. W. Parton, J. H. Carroll, A. J. Cavallo, J. W. Cazalet, K. J. Strong, C. W. Chapman, D. T. Carder.

Third Row: S. W. Rugeley, R. L. Tessier, O. B. Paulsel.

Fourth Row: O. J. Stoltz, P. G. Stevens, R. J. Carnahan, W. F. Carr, J. F. Carroll, M. E. Buster, W. L. Brenner, A. W. Pittaluga, G. A. Chalifoux.

Fifth Row: G. G. Sweeney, C. C. Cassady, J. A. Upchurch, W. H. Palmer, G. D. Cates, R. L. Steen, H. W. Coe, A. G. Cataldo, N. J. Cantin, A. R. Caron.

COMPANY A—PLATOON 6

First Row, left to right: G. H. Ward, C. E. Webb, H. G. Walsh, M. J. Van Hess, W. T. Mackie, S. B. Wolcott, W. W. Cheeseman, J. D. Brinson.

Middle Row: J. Wadika, C. O. Wilkerson, G. S. Chin, R. A. Weaver, J. Wobbet, A. Giantasio, R. L. Woods, R. C. Chase, P. H. Blanchette.

Back Row: I. E. Lewis, V. R. Vick, J. R. Chesnic, H. I. Chiappone, L. A. Boyles, C. H. Spencer, G. J. Chayka, R. E. Van Thuyne, A. D. Ross.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY B—PLATOON 1

Front Row, left to right: R. K. Craig, L. E. Van Winkle, W. E. Waring, L. Codomo, H. L. Clement, C. F. King, H. Cohen, M. A. Kristman, W. H. Lingo.

Middle Row: H. H. Clarke, R. Bunnell, E. C. Converse, S. Hritz, H. C. Meyers, R. V. Mead, L. Gualtieri, D. L. Coffey, R. Bisordi, E. P. Nolan.

Back Row: J. J. Clark, R. L. Lewis, R. L. Boley, W. A. Clark, J. K. Mahler, B. W. Wright, K. Downe, R. A. McGarvey, K. W. Cook, W. A. Christiansen, L. A. Brown.

COMPANY B—PLATOON 2

Front Row, left to right: E. L. Blevin, A. J. Clark, L. F. DeMarco, A. H. Croesser, J. B. Cowles, G. A. Boehm, S. A. Zabinski, R. G. Girouard, W. N. Jones.

Middle Row: T. J. Nichols, Z. W. Blais, M. L. Allenbaugh, W. G. Allbritton, R. E. Gilg, W. B. Clifton, P. F. Adle, R. J. Colichio, G. H. Gilmore, D. J. Collins, W. Greenburg, C. L. Anderson.

Back Row: G. F. Wright, O. E. Lien, R. L. Anderson, J. Molnar, E. H. Ingraham, A. S. Anderson, J. D. Allen, A. O. Anderson, L. Green, S. O. Gliwa, J. Gaydos.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY B—PLATOON 3

Front Row, left to right: I. E. Moore, W. F. Cavanaugh, J. A. Bueno, D. W. Bush, L. C. Chapman, R. R. Brabson, J. E. Smith.

Middle Row: V. N. Cranmer, F. L. Caryl, J. Costa, J. L. Bajcer, F. Crick, C. K. Wright, R. N. Breton, W. B. Alletag, E. M. Calvo, J. C. Boone, C. Dellamonica.

Back Row: J. E. Goggin, A. C. Anderson, R. A. Darnell, R. O. Burg, M. E. Hayes, G. R. Moore, W. V. Harbison, J. Charlesworth, A. H. Panning, M. Copenhaver, G. D. Cornell.

COMPANY B—PLATOON 4

Front Row, left to right: M. Cyktich, J. A. Scepkoski, W. J. Cieselski, A. Devirgilio, P. P. Cooney, J. O. Bozarth, O. L. George, L. D. Wells.

Middle Row: R. B. Dodd, C. E. Avery, S. S. Copece, A. E. Carr, C. J. DeStefano, H. C. Davis, C. J. Duhaime, W. D. Montgomery.

Back Row: R. C. David, C. J. Dauphines, J. K. Crowell, F. D. Clarke, W. N. Seaman, W. B. Bradley, J. P. Gilmartin, D. F. Dunn, G. F. McKay, L. D. Hall.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY B—PLATOON 5

Front Row, left to right: C. H. Veal, H. C. Bierele, L. J. Spano, C. H. Morris, M. A. Bird, P. J. Lambert, H. Terrill, H. D. McCulloch.

Middle Row: R. Barnhart, O. E. Damon, V. Benson, J. N. Brodeur, R. DiGiacomo, R. N. Barlow, F. Piatt, C. A. Galgocy, J. E. Bartley, B. Womack.

Back Row: B. M. Blackman, E. A. Bader, H. Rizzo, G. W. Jenkins, A. D. McWilliams, J. B. Wilroy, R. W. Bushman, G. T. Nelson, M. Deese, H. H. Cushman.

COMPANY B—PLATOON 6

Front Row, left to right: J. J. Hernon, S. Engel, S. O. Cocksey, R. J. Brochowski, W. B. Haines, E. J. Hawkins, G. Javor, G. L. Allen.

Middle Row: E. E. Bailey, R. A. Snyder, F. DiGirolamo, R. M. Higday, O. Hardy, L. L. Goff, G. R. Hayes, L. N. Bruneau.

Back Row: R E. Vinson, R. L. Cox, J. H. Kincaid, L. B. Morgan, G. W. Kell, A. P. Miller, J. C. Herbst, W. R. Clark, R. J. Gugino, G. B. Herman.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY C—PLATOON 1

Front Row, left to right: R. A. Koepf, A. E. Wasserman, T. E. Ertl, C. B. Keller, D. W. Whitney, G. W. Kersey, J. S. Kosinski, W. Kurilla, S. F. Hargrove.

Middle Row: D. W. Hand, T. E. Etchison, J. T. Kochan, J. Skodacek, R. Hendry, R. O. Klein, V. Bonner, S. McCoy, H. H. Helmke, E. F. Sharrock, H. S. Sheffield.

Back Row: J. H. Moore, J. B. Fish, A. A. Erdelyi, W. F. Demers, A. F. Flick, H. E. Weaver, J. G. Farrel, R. R. Kiroff, H. C. Shaw, W. J. Klein.

COMPANY C—PLATOON 2

Front Row, left to right: H. Lowry, H. F. Ward, R. Fuchs, W. F. Lindahl, C. H. Magee, H. F. Logan, M. C. Movold, M. A. Rhodes, J. S. Fugas.

Middle Row: V. J. D'Orazio, T. W. Signet, L. T. Lee, E. F. McPhee, R. B. Prosser, P. L. Lewis, W. H. Lee, F. C. Feathers.

Back Row: S. W. Stinchcombe, C. J. Primosch, A. R. Kauffman, H. B. Davis, P. L. Krutschnitt, R. M. Critchfield, C. W. Collum, J. W. Landberg, H. A. Lawrence, R. L. Maden, F. D. Bridgeford, A. MacNeil.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY C—PLATOON 3

Front Row, left to right: C. E. Shearman, W. L. Pergl, R. J. Esposito, J. J. McCarthy, T. A. Mickle, R. J. Marcaccio, E. J. Childers, J. B. Ryan, R. H. Clary.

Middle Row: C. D. Brewer, H. G. McCoy, J. J. Conlisk, O. R. Cecil, L. W. Marsh, A. E. Franko, W. McDaniel, T. G. Crutchfield, J. S. Farrell, J. Sanders.

Back Row: L. W. Maycux, R. O. Williams, L. P. Winkler, R. C. McCullough, G. Harrod, F. H. Bowman, R. A. Megatulski, T. D. Mazetier, G. M. Anderson, N. R. Caryl, C. L. Chaney.

COMPANY C—PLATOON 4

Front Row, left to right: E. L. Williams, A. Morris, O. L. Copeland, L. E. Crouch, I. E. Cuvelier, R. Cuttaia, E. A. Olejarz, D. H. Cohen.

Middle Row: E. Kosinski, G. H. Reach, W. F. Campbell, S. N. Whiteley, C. M. Mainez, W. B. Crevling, J. R. Jones, M. E. Brink.

Back Row: J. R. Branscum, E. L. Singleton, T. D. Blackard, W. E. Blackburn, B. H. Ziegler, J. C. Mangum, G. A. Sexton, C. F. Moulton, I. E. Money, D. C. Cole, W. L. Depp.



Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY C—PLATOON 5

Front Row, left to right: D. O. Lehman, R. V. Wheeler, F. R. Valov, C. E. Ried, R. N. Chandler, E. T. Steel, M. J. Harrison, M. P. Foster.

Middle Row: E. L. Kaufman, L. L. Seiler, F. J. Gilbert, B. W. Rippy, R. A. Witten, C. J. Miller, J. Z. Dart, W. R. Kohl, A. D. Scaggs.

Back Row: W. E. Wrench, J. E. Toles, W. J. Murphy, H. A. Scott, M. G. Sumner, S. D. Posey, J. L. Leggett, J. L. Palmer, E. F. Pepperman, R. H. Baker, H. L. Silkwood.

COMPANY C—PLATOON 6

Front Row, left to right: T. M. Crusinberry, M. J. DeMeule, E. W. Crist, B. R. Perrotta, R. T. Miller, C. L. Bergquist, H. A. Edwards, A. Estrada.

Middle Row: L. Steiger, W. L. Lepannen, W. D. Butt, C. J. Bofinger, T. F. Peter, W. R. Curry, H. W. Lewis, L. J. Gower, J. H. Loyd, C. A. Brown

Back Row: C. R. Frank, A. J. Gaito, E. E. Schmitt, L. Pividori, R. B. Forwerk, H. L. Wigham, J. W. Raffensperger, J. A. Kindt, L. A. Wood, M. W. Beaulieu, W. R. Fogarty, P. J. Fox.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY D—PLATOON 1

Front Row, left to right: J. Donofrio, P. Dovak, E. R. Kitson, J. C. Temes, L. V. McBee, J. Garza, H. C. Carr, J. V. Creasy, C. R. Gira.

Middle Row: P. E. Miller, L. J. Martinez, B. H. Schuman, R. Anderson, H. T. Pitts, J. Elsey, P. J. Condry, P. B. Jenness, G. T. Nelson.

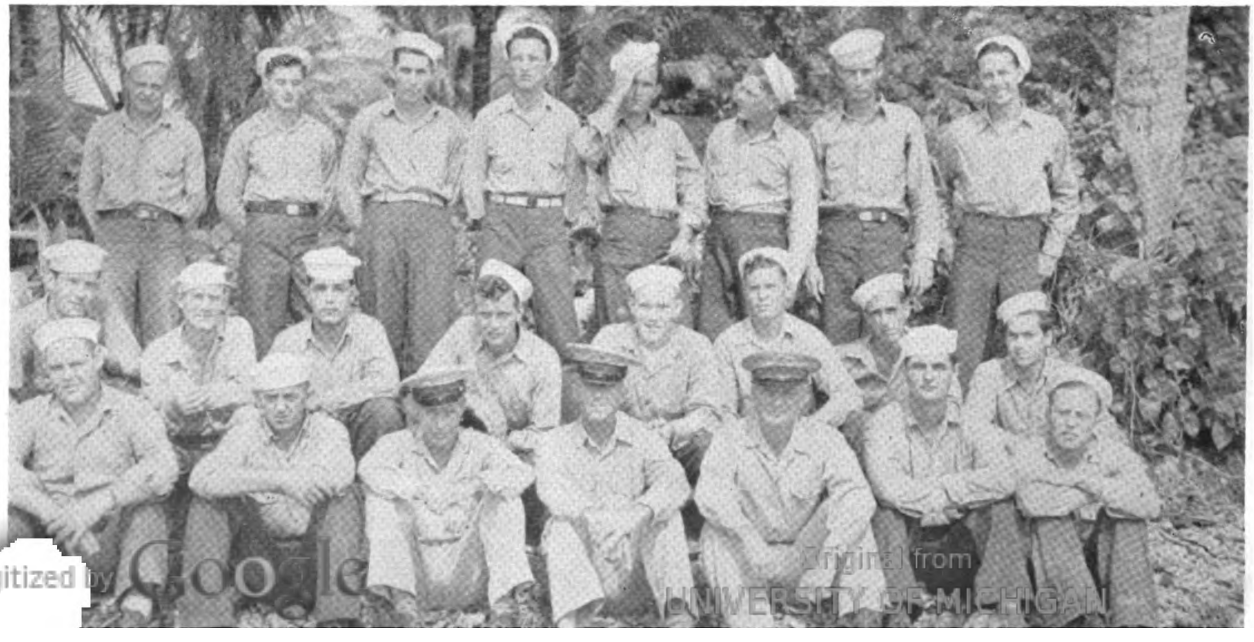
Back Row: E. J. Robinson, W. V. Nielsen, R. W. Armour, R. E. Carr, E. G. Johnson, S. R. Pierce, D. S. Bailey, G. W. Cawthorne, J. R. C. Hill, C. S. Merrill, A. E. Montag, G. P. Kaminski, M. V. Hedgecock.

COMPANY D—PLATOON 2

Front Row, left to right: J. M. Davidson, O. L. Varnado, C. L. Phillips, J. W. Price, C. Rowan, P. W. Albrecht, A. L. Jette.

Middle Row: J. R. Cole, J. G. Metcalf, J. B. Costantini, G. J. Carter, W. H. Close, R. Q. Johnson, E. C. Bridges, H. Gentle.

Back Row: C. P. Baker, W. E. Heon, C. A. Johnson, R. A. Gehrman, G. P. Bell, W. A. Crites, J. R. Thompson, W. V. Adams.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY D—PLATOON 3

Front Row, left to right: N. E. Dodge, L. J. Guillot, T. H. McLaughlin, M. T. Gleeson, H. W. Griffin, R. P. DeMello, E. Hughes, J. Dill, W. A. Kuhn.

Middle Row: E. Dudziak, R. L. Jau, T. F. Goham, M. D. Crowder, A. P. Arnold, L. D. Gobeli, J. N. Hurley, J. J. Ferda, I. C. Harris.

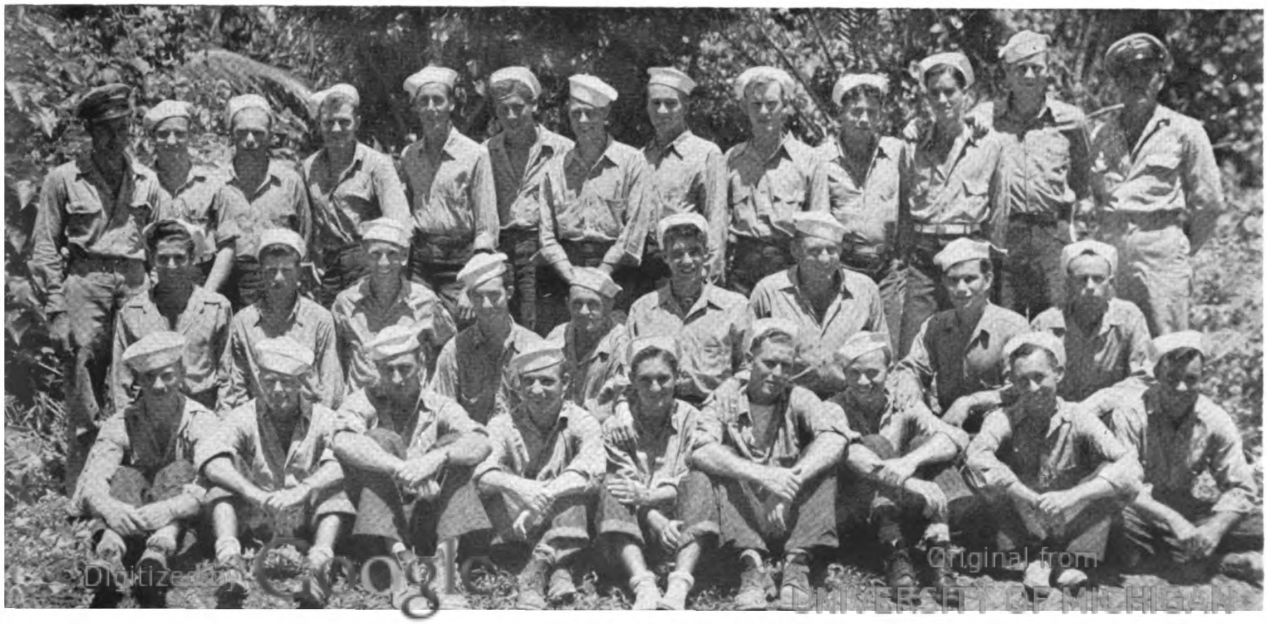
Back Row: H. G. Jarrell, D. A. Pecot, H. Hack, R. J. Logan, N. J. Meadows, R. L. Houck, K. Silverwood, R. L. Grigat, E. Hazelwood, B. G. Rhodes, B. H. Moon, W. J. Hayes, E. E. Miller.

COMPANY D—PLATOON 4

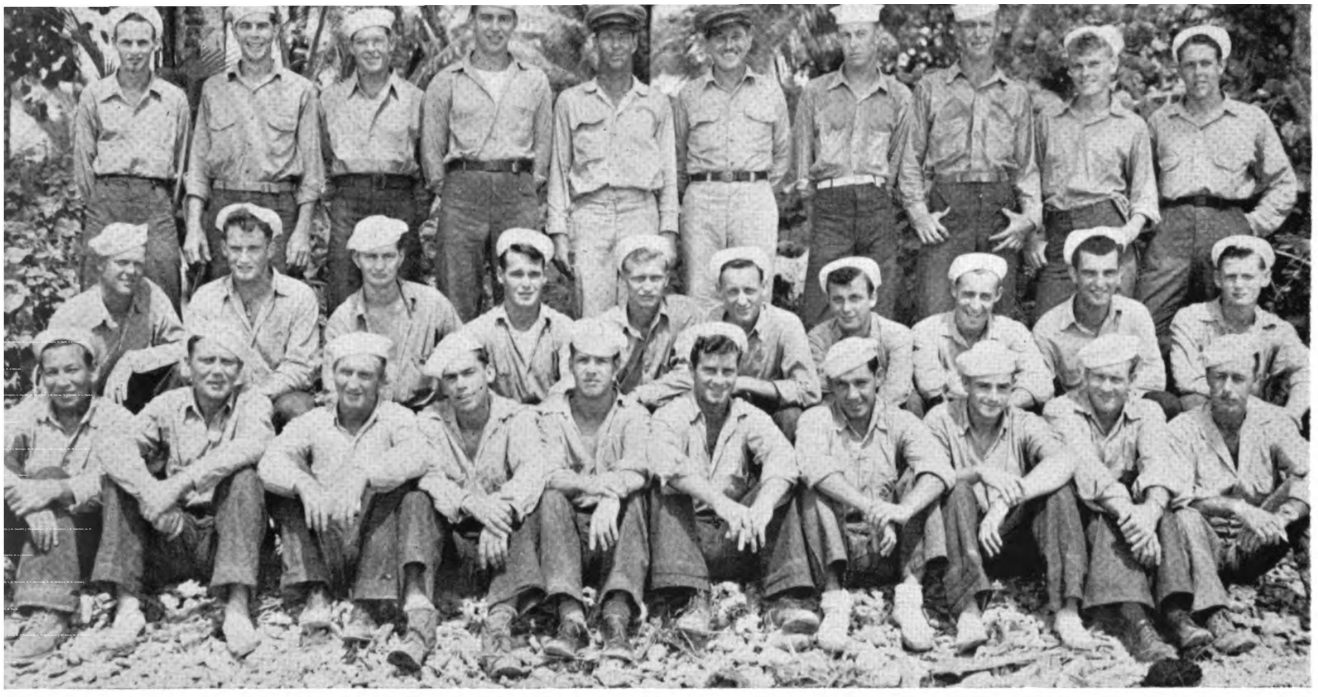
Front Row, left to right: W. J. Ettinger, A. H. Clark, W. B. Joseph, E. B. Donnelly, W. Kelly, J. W. Branson, I. H. Collins, C. F. Coker, L. H. Waltrip.

Middle Row: V. A. Guglielmo, B. H. Crockett, H. R. Goldenbaum, K. N. Topham, F. H. Oehme, L. E. Blanchard, A. Gould, R. T. Giyer, J. W. Ingersoll.

Back Row: R. L. McDaniels, J. W. Davis, J. Dean, C. N. Haddock, H. C. Hanson, R. W. Goerg, P. F. Little, R. M. Van Kirk, J. R. Graham, J. F. Cowden, A. R. Burnside, J. C. Clark, T. E. Anderson.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



COMPANY D—PLATOON 5

Front Row, left to right: S. Bigbear, H. Pfeifer, G. L. Norman, R. K. Hahn, H. Neff, C. C. Frederick, R. Ramos, R. V. Neal, R. E. Quick, E. C. Morell.

Middle Row: H. S. Nixon, J. B. Harrington, L. Hardin, B. McArthur, J. B. Doras, S. J. Solak, S. L. Halko, H. A. Bolduc, U. J. Messina, J. E. Englehart.

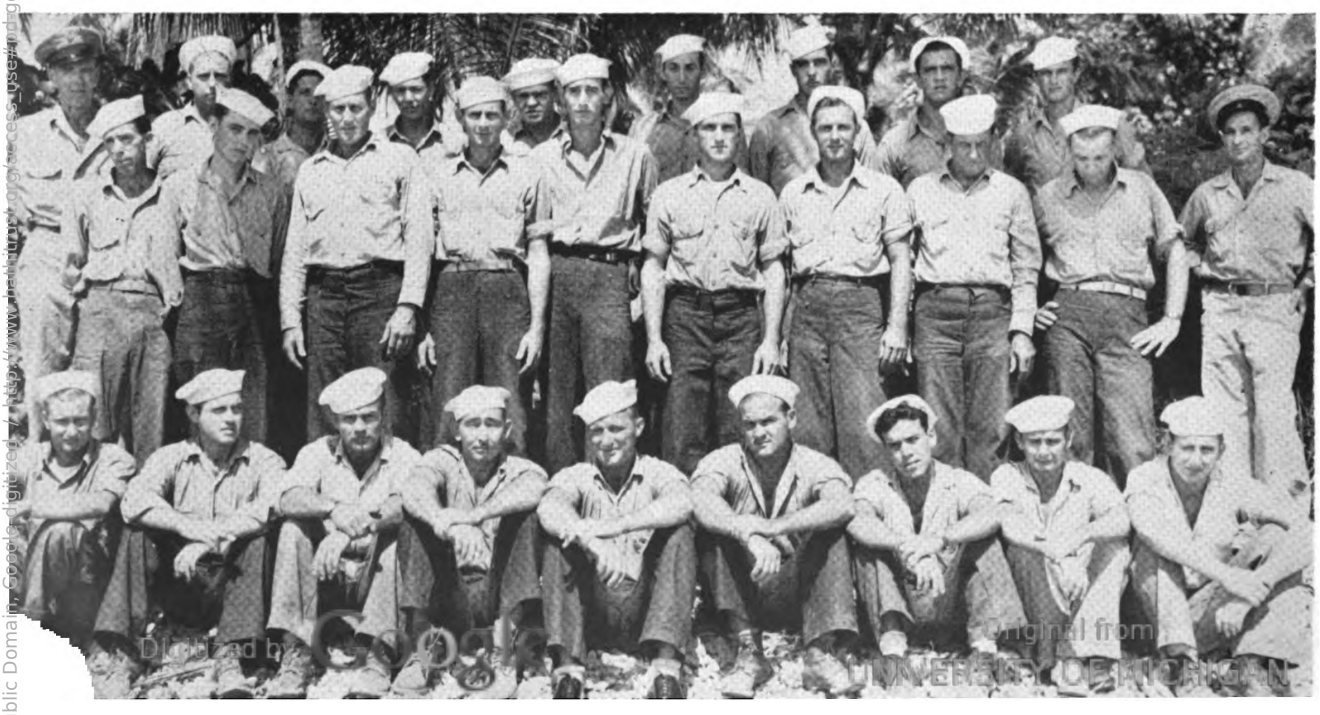
Back Row: R. L. Shroff, E. L. Nelson, C. L. Norman, W. R. Johnson, I. M. Goddard, W. M. Tudor, E. D. Utley, H. T. McCain, W. W. Hagstrom, G. P. Garvey.

COMPANY D—PLATOON 6

Front Row, left to right: B. I. Camp, J. A. Caudill, J. Sheradowski, F. H. Woodson, J. E. Hatcher, G. P. Henningan, J. L. McBride, A. W. Adams, A. L. Johnston.

Middle Row: L. P. Allen, C. L. Ward, L. S. Terhune, P. F. Burnside, R. W. McNees, W. E. Vickers, E. M. Mazeika, W. W. Galloway, O. B. Beck.

Back Row: S. Strayer, C. C. Conly, J. Kling, R. F. Saunders, P. A. McKenzie, J. W. Ross, W. R. Mattice, F. J. Lauricella, W. C. Dawson, W. W. Coles.



Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN



Men not appearing previously in platoon pictures:

First Row, left to right: A. J. Douge, N. Donato, R. H. Carter, J. J. Beattie, O. E. Craig, L. J. Schnettler, S. M. Watson, J. M. Boissonnault.

Middle Row: L. E. Albert, H. L. McNealy, T. W. Faber, O. N. Motter, V. E. Catlett, L. E. Fay, D. Frangos.

Back Row: B. Chirlin, W. R. Buerhaus, E. J. Munnelly, A. T. Connors, T. R. Motto, J. R. Doucette, H. Joplin.

MANUS DRYDOCK CREW

First Row, left to right: M. R. Adkins, J. I. Borer, J. A. Cravy, K. E. Suter, D. A. Hedderig, R. A. Davis, L. N. Eide.

Middle Row: F. L. Riley, E. W. Miller, E. V. James, J. W. Price, G. W. Kling, M. J. Peters, L. O. Coggins.

Back Row: R. J. Elmore, T. Florio, J. R. Aaron, C. E. Currier, W. H. Huseman, C. W. Dillmore, E. K. Deaver, B. Feingold.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



PONTOON ASSEMBLY DETACHMENT GROUP

First Row, left to right: L. L. Latham, T. M. Gentry, A. Gray, V. Cantu, V. E. Morris, P. R. Yernipcut, A. Sgorlon, H. Forrer.

Middle Row: J. W. Stackhouse, E. F. Wales, J. J. Piscor, C. L. Ward, R. L. Yeager, J. Ruggiero.

Back Row: C. Gholson, J. R. Short, C. F. Simmons, W. Hirsch, M. Velasquez, C. W. Schuler, D. Richard, M. B. McSherry.

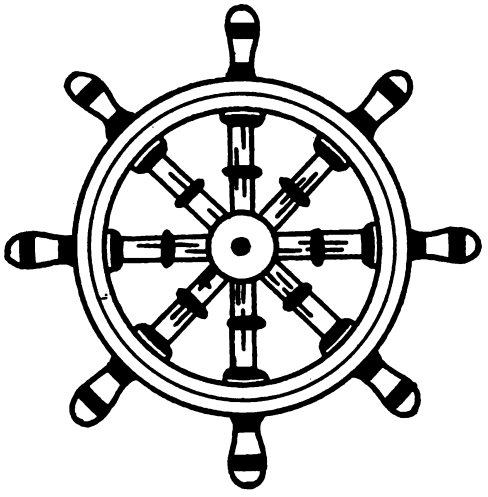
COOLANGATTA STATION FORCE—CAMP 2

First Row, left to right: D. H. Cohen, N. Crisan, Jr.

Back Row: J. K. Havird, J. E. Goggin, E. Collins, A. P. Arnold, J. T. Kochan.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



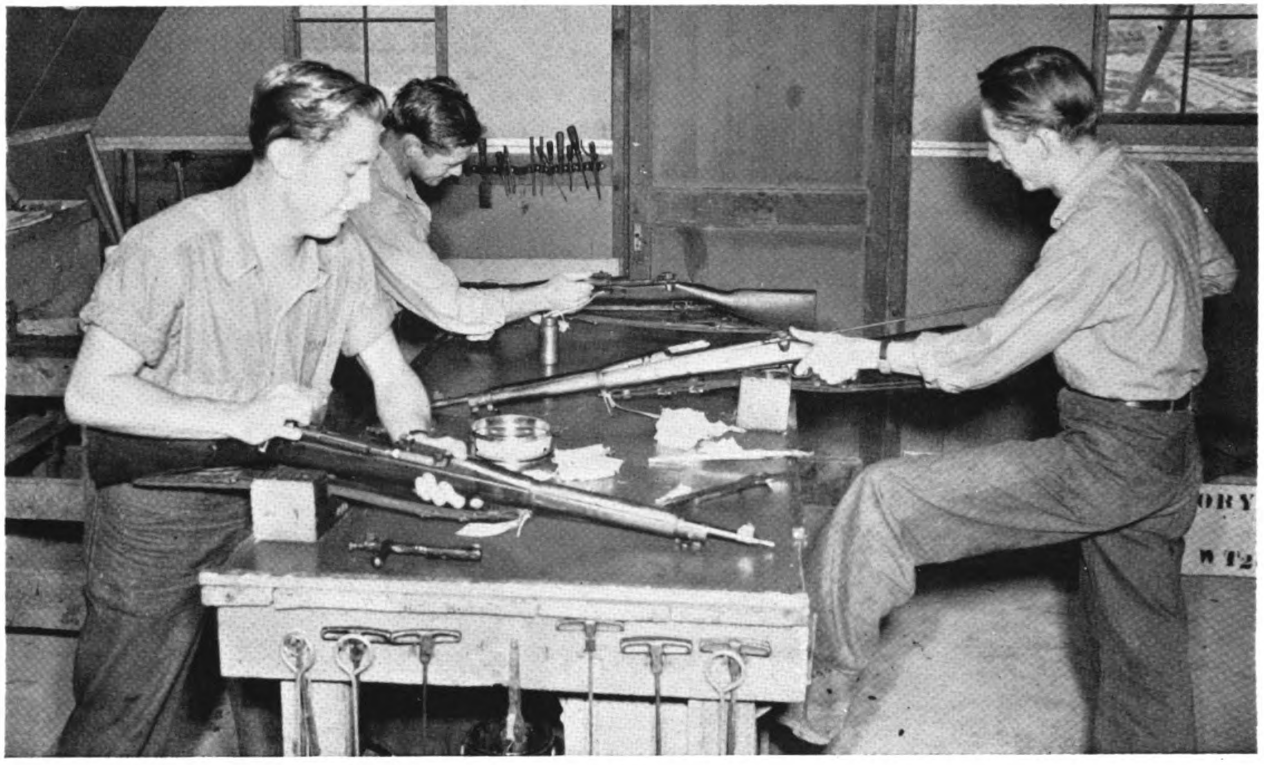
DEPARTMENTS

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

ARMORY AND ORDNANCE



Routine Cleaning

Armory and Ordnance for the 77th Battalion was started at our birthplace, Camp Peary, Va. At Camp Endicott, R. I., our next stop, saw crews trained for .30 and .50 caliber machine guns, 20-mm. anti-aircraft guns, and 60 and 80-mm. mortars. A permanent armory crew was selected, with each man in the battalion assigned to a gun crew or a rifle squad.

When we moved to Port Hueneme, Calif., we were ready for advanced training, and we got it. Here the battalion was issued arms. Our first job was to check completely each piece after it had been thoroughly cleaned by the man who owned it.

Soon the time came, and Lieutenant R. A. Johnson, our ordnance officer, gave orders to pack up for Island X, and we found that moving ordnance was not an easy job.

At the brief stop in Noumea, New Caledonia, our anti-aircraft gun crews worked out on the range at the naval base.

Our first overseas armory was set up on Guadalcanal. Rifle racks were built of native saplings and any wood we could lay our hands on. One of our first jobs was to clear the camp area of Japanese artillery shells and ammunition left behind. Then the eternal cleaning of rifles began. We quickly discovered that we were going to be hard pressed to keep them in working condition, the tropical moisture was so terrific.

On Vella La Vella our troubles began in earnest, for the weather conditions played havoc with all weapons. Besides caring for our weapons, we mounted our anti-aircraft guns, test-fired them, and stood 24-hour watches. Our good friends, the Marines and New Zealanders on the island, brought in their weapons, which we kept in repair. We salvaged five air-cooled .50 caliber machine guns and one water-cooled .50 caliber machine gun, along with other equipment. We first came in contact with Jap weapons here, and the Marines repaid our favors by giving us many pointers as to their mechanical operation. As a last job on Vella, we mounted .50 caliber air-cooled machine guns on jeeps for protective fire in our landing on Bougainville.

Once at Bougainville, our crews manned anti-aircraft and machine gun stations. The armory crew set up a tent, built racks, and was ready in two days to call in all rifles and give them their customary check-up. We moved an old ammunition dump from the proposed side of the air strip; procured more enemy weapons including Jap rifles, light machine guns, hand grenades, bayonets, shells, and cartridges of all descriptions. During our stay here we had our only Condition Black (invasion). All armory hands stood by prepared to issue weapons and ammunition at a moment's notice.

It was at Emirau that the battalion built its first

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

overseas rifle range. Constant instruction was given on the range, and the battalion again qualified for expert riflemen on the 200 and 500-yard Navy regulation course. The armory furnished instructors and repair men for the range.

Due to the constant diligence of the Armory and Ordnance department, the weapons of the 77th were always ready for use.

Below is the list of qualified marksmen of the 77th:

OFFICERS

Expert Rifleman (Carbine)

BARNES, Jack Yale
BENDORF, Vernon Thomas
BUNGER, Howard Phelps
DANDO, George Albert
DAVINICH, Michael (n)
DUGGAN, Jerome Timothy
DUNCAN, Charles Eugene
DUNLAP, Homer Edwin
HENNING, William Fay
IDEMA, Jacob John
JOHNSON, Roy Albert
MEDD, Charles Lowell
NELMS, Irwin Neely
POMEROY, Philip Sargent
WAHLSTROM, Joe Lee
WENDE, Charles Thomas

Expert Pistolman

DUNLAP, Homer Edwin
IDEMA, Jacob John
JOHNSON, Roy Albert

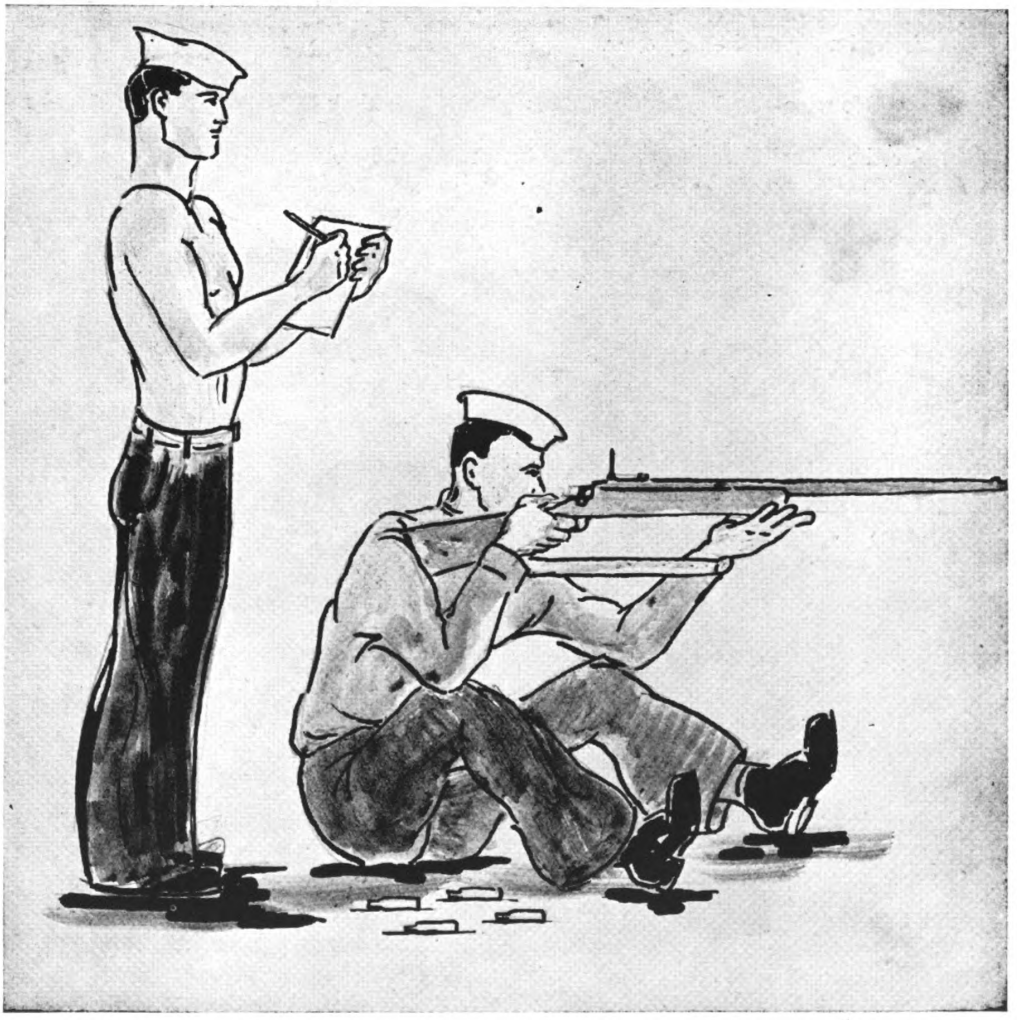
ENLISTED MEN

Expert Rifleman (Carbine)

ANDERSON, Arthur Shelby
BOWMAN, Fred Helm
GRAIG, Othar Eugene
ENGLEHART, Everett Eldon
JARRELL, Howard Garnet
MOORE, Glenn Roe
PRICE, James Walter
RICH, Hilbert Ray
RUGELEY, Sargent Walcott
STINCHCOMBE, Samuel Wilbur
STRAYER, Seibert (n)
WALKER, Perry Sedric
WEAVER, Harold Ernest
YOUNG, Homer William
ZIEGLER, Benjamin Harry

Expert Rifleman (1903 Springfield)

BALLARD, Herbert Norman
GOFF, Lloyd Lester
LEWIS, Irving Edward
MEYER, Joseph Robert
OLIVER, William Hester
STEVENS, Marshall Nye



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

THE BAND

Camp Peary—and we started a band. Bill Klein heard Ernie Nelson beating it out on a saxaphone, and the band was born.

Camp Endicott—and William Tapp, Danny Hand, Hardy Day, Ted Mickle, Ray Crevling, Harry Lowry, Louis Caryl, and Bill Ettinger came in.

Camp Rousseau—and Roland Miller, Alfred Wasserman, Hal Davis, Charles Galgocy, Paul Little, Ralph Van Kirk joined the band. Now we could swing it or march it.

Uncle Sam said pack up and we did, and left the USA for Island X. To the tune of "Anchors Aweigh" we moved out and kept the boys aboard fairly happy on the way over.

Noumea—and we added Tommy Motto and Dick DeMello. We played for the Hospital Ship *Solace*, and then moved on. At Guadalcanal Chap-

"Serenade"



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



"Giving Out"

lains Goff and Rice helped us present a show for the 97th Field Artillery and MOB 8. We would have liked to have started a rec center, but our orders were to move on.

And so it went—we worked with the rest, and then played for the entertainment of all—at Vella, at Bougainville (here often within a thousand yards of the front lines), Emirau. Finally we started all over again at Australia, new instruments, new band stands, and a new lease on life.

On the way to the Philippines we didn't play much. On the *Venus,* the slide trombone just plain didn't have enough room. After the completion of the priority building work we had time to play, and the mates had time to listen.

We think our organization did as much to promote morale as any band in the South Pacific—and Double Seven will back us up on that.

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

CENSORS

The men with the shears were organized on Vella La Vella on 10 October 1943. From then on, the board worked on the theory "When in doubt—cut it out." We examined a daily average of 1,500 letters during the week and about 3,000 over the week ends. In addition, all enclosures and outgoing packages had to be inspected, and we had to log all cash and money orders.

Considering the inherent nature of our detail, too much speculation could not be allowed. If we sometimes seemed to cut out a part of a letter that seemed perfectly harmless it was because we felt a reasonable doubt about it, and ". . . in doubt, cut it out."

Basically, censorship was nothing more than good, common sense. The rules of U. S. Naval Censorship were primarily designed for the protection of all. All hands, realizing the gravity of this fact, cooperated with the board in adhering strictly to the letter and spirit of the rules, thus aiding the department immeasurably to supply the protection for which censorship was designed.

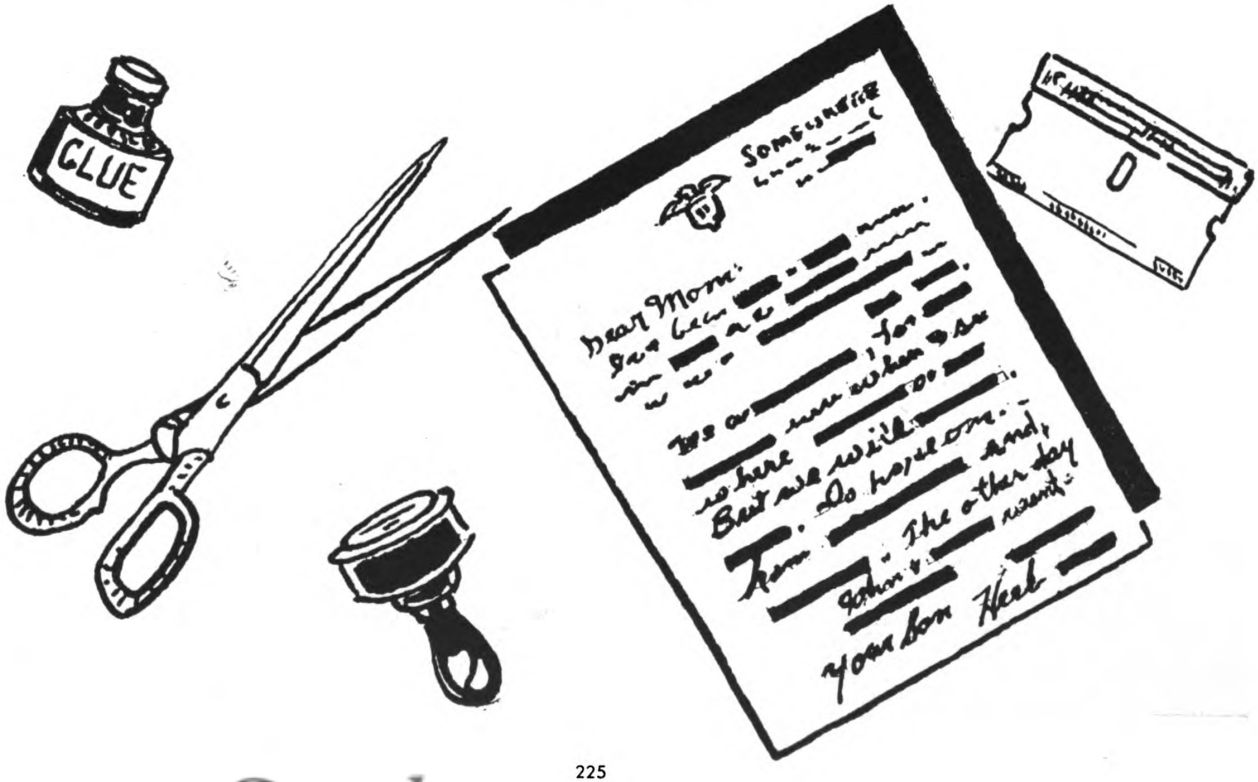
The task was tedious, but the men who handled this detail under the guidance of Dr. William F. Henning, with John P. Gilmartin in charge, were efficient and conscientious. Credit for a job well done goes to F. D. Bridgeford, C. S. Merrill, B. J. Camp, P. W. Albrecht, E. M. Calvo, and A. W. Adams.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



"Cut Up" Group



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

CHAPLAIN'S OFFICE

No man in camp has more diverse duties than the Chaplain. Because of his unique position as special friend of every man in the battalion, he collects jobs as he goes, like a ship collects barnacles. If a man wants to get married, baptized, divorced, discharged, cheered up; if he wants to start a baseball team, float a loan, get a leave, get special liberty, a piece of stationery, a New Testament, the address of a tailor; if he wants help in choosing a correspondence course, untangling a family or legal problem, writing a love letter, choosing flowers for his wife's birthday, settling a dispute about the bible, or disproving a rash claim made by a man from Texas; if he wants to complain about the food, his rate, the way the barber cut his hair; if he wants to suggest an article for the camp newspaper, buy a War Bond, borrow a jeep, or fill his fountain pen; or if he just wants to shoot the breeze, the first man he generally goes to see is the Chaplain.

The 77th has been fortunate in having two good Chaplains, one succeeding the other. Chaplain Goff left the States with us and served the 77th during our first year overseas. In our first weeks on Guadalcanal he organized the 77th Choir and Christian Service Men's League, two groups that were an important part of our religious life. Many of our chaplain's sermons were punctuated by the bark of 90-mm. guns and interrupted by the full-throated roar of low-flying aircraft, but they were delivered with the quiet sincerity of a person who loves both God and man—and gives his best for both.

T. B. Preuit acted as the chaplain's assistant throughout the period of Mr. Goff's stay. M. A. Rhodes took over his duties on the arrival of the new chaplain.

Chaplain W. A. Grissom was a hobby-lobbyist of the first water. On Emirau he collected many fine pieces of native craftsmanship and made scores of necklaces of tropical shells. In Australia he became expert in the selecting, cutting, and polishing of opals. In the Philippines he trained the choir so well it was sought for in religious services off the base. With Chaplain Lee of Acorn 45, he helped organize a church among the recently liberated Filipinos in the nearest town. At all times he helped the men who were feeling so keenly the separation from their homes and friends.

The Choir at Emirau



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

COBBLER SHOP



Worn Thin

On Vella La Vella the Cobbler Shop came into being. Our stay at Guadalcanal had been so brief that it had not been thought wise to break open the pallets containing shoe repairing equipment. So, on Vella La Vella, James Sheradowski and Vernon Ames opened shop a few days after landing.

The shop soon had work from units all over the island. The Marine Raiders had quite a bit of repair work, and, in one case a noval request was made: Could the shop make a steel cup for the shoe of a Marine who had a broken toe? He was the best machine-gunner in the outfit and was held in such high esteem that his officers were unwilling to leave him behind. WE DID, from part of a wrecked Jap Zero. Later, this Marine gunner participated in the invasion of Bougainville and in the words of his officers, "waded in and mowed them down."

On Bougainville, with so much field work to be done, the shop could not have been operated without the help of Ciro DiPeri, who took over the cobbler job in conjunction with the newly opened tailor shop.

In Australia, at Camp Seabee, our cobblers operated the already existing facilities, but in the Philippines a special place was set aside for the joint use of the barbers, tailors, and cobblers. Here we were housed in the finest style we had known, and turned out our last work prior to returning to the States.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

DENTAL DEPARTMENT

When the 77th was commissioned, Dr. R. F. Tuck was assigned as our Dental Officer. He was assisted by S. Gillis and P. D. O'Harra while the outfit was training and organizing in the States. As we left for overseas E. P. Brabant took over as dental assistant and was to live through the services of three dental officers.

Dr. W. F. Henning joined the battalion in early June 1944 on Emirau, relieving Dr. Tuck. He took over the dental office along with the hock shop, hobby lobby, and trading center through August 1945 when Dr. S. C. Lindemuth arrived.

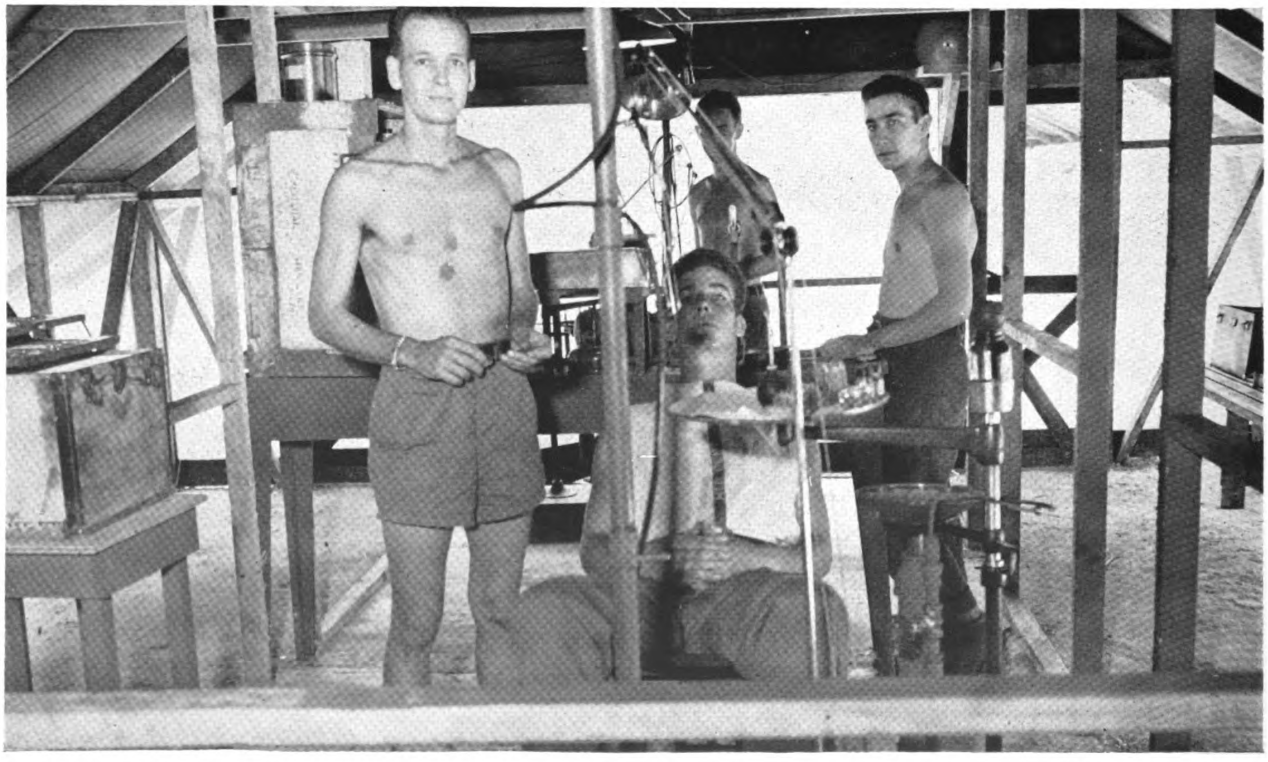
Probably the most unusual job the department was asked to do was to repair a rotor for a bull-dozer. The operation was performed successfully with the help of some acrylic resin denture material and plaster of Paris.

Everyone in each branch of the Seabees gets a nickname sooner or later. The CEC boys are called "Dirt Pushers"; the dozer drivers "cat skinners"; and the dental corps was not neglected. We heard ourselves referred to as "cuspid carpenters," "molar menders," and "oral plumbers."

The dental department is proud of the cooperation it has received from all departments. The machine shop has come through with a lathe, an instrument sharpener, instruments, and many other gadgets to supplement the standard field equipment. The electrical department kept the little "jack rabbit" engine and rheostat going through mud, rain, salt air, and combat; and in addition, they developed for us a combination surgical spot-light and heat ray lamp. The plumbers perfected a cuspidor that would turn Rube Goldberg green with envy, and it was as efficient as any stateside job. The metal workers and carpenters did themselves proud on furniture and foot rests. To all of you, a much deserved and heartfelt "Well Done" from the dental department.

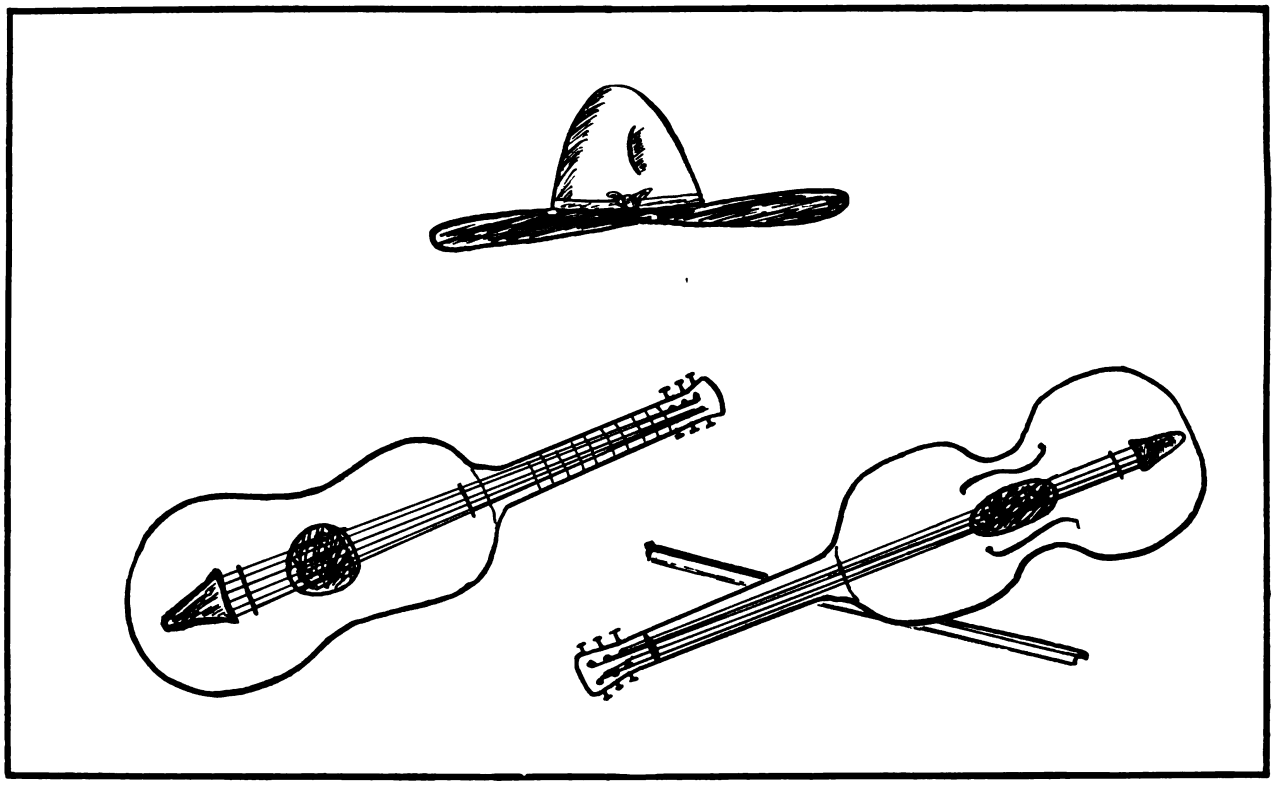
Despite much loss of time due to moves and setting up, the dental department put in an average of over two fillings per man in the battalion. A good average of dentures, extractions and cleaning jobs were accomplished. The dental department of the 77th served the best darned patients and Seabees in the Pacific.

"Please Ignore Me"



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

HILLBILLY RAMBLERS



Anytime a unit like ours is formed of members from the 47 states, and Texas, you are sure to find among them men who can provide the mountain melodies so familiar to us all.

On Guadalcanal these talented mountaineers of our battalion traveled as part of an entertainment unit throughout the island; Bougainville was, however, the real birthplace of the Ramblers. It was here that J. M. Stout found what remained of an old violin. By making and repairing the parts needed, he succeded in reconstructing the instrument. With this product tucked tightly under his arm, he secured the services of J. Hill, C. Anderson, S. McCoy, K. Suter, J. Hufsteter, R. Spears, and F. Abate. With this nucleus, Jadie toured the island and the group was enthusiastically received everywhere.

At Emirau two more mates, F. Carstensen and T. Ball, added their talent to the group. Not content with playing several nights weekly as a part of the battalion troupe, the boys went about on other nights puttings in appearances for units near and far. P. Olson, booking agent for the eager beavers, secured bookings for shows for the crews of several destroyers.

At Acorn 7 another notch was added to the ever growing list of their compliments when the commanding officer of that unit sent the Hill Billies a letter of appreciation for their efforts and success in entertaining his men.

In Australia the troupe ran into difficulties. Stout's muster roll began to show the ravages of illness and overwork, and it often was difficult to meet the curtain, but the show must go on, and go on it did. McDonald joined the mountain melodeers at this point, and on they went, playing at the officers' club, the American Red Cross Center, and camp dances. But it was the 42nd General Hospital that the Hill-Billy Boys and their tune ticklers reached new heights. A letter of appreciation was received from the head recreation worker. Every appearance of the ramblers brought about a lighter spirit and higher morale to the thousand before whom the group performed. Thanks, Mates. You made the tour easier for us, and brought credit to the whole Battalion.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

COMMUNICATIONS DEPARTMENT



"Now Here It Is . . ."

The first wave of the 77th was attached to the First Marine Amphibious Corps, and left Guadalcanal without communication equipment. No one had been assigned to our Communication Department, and we relied entirely on the 1st MAC and their system. Upon our arrival at Vella, we found that the advanced members of the 1st MAC lacked equipment and personnel to carry out efficient ccmmunications throughout the various combat units. Several members of the 77th were assigned by Lieutenant J. G. Clark to serve as communication personnel. They immediately established a temporary switchboard and strung lines to all necessary points. When the remainder of the 77th reached Vella, the communication department was formed.

Due to enemy action, our inventory showed that we had only 20 jacks and a few keys and plugs. This equipment was mounted on a rough frame of packing cases; a Western Electric Company Bell Box was used for the operator's telephone circuit and for ringing circuit. All of the wiring forms were made of combat wire previously used in the initial invasion of this island. The drop relays on the jacks were remodeled and rewired to produce a "ring-off" signal; half-inch steel cable clips were used for cord weights. This board handled an average of 30 phones and served the battalion for over 10 months through the Vella, Bougainville and Emirau campaigns.

Our entire office was underground on Vella, but at Bougainville it was impossible to go underground due to the higher water level. Here the office was fortified by a ring of oil drums filled with sand.

In addition to the routine procedure of installing and maintaining communications, the department assisted the Tanks Corps of the Americal Division by designing and constructing a series of alarm systems and booby traps to prevent infiltration of enemy troops. They developed a visual signal on field telephones to be used in tanks and outposts where audible ringing would endanger troops; they devised a supplement to the combat reel whereby advanced infantry could keep in contact with their C. P.s as the wire was being laid.

The department's most extensive work was done on Emirau. The camp was located on a remote part of the island and the lines to the Island Exchange had to be run through dense jungle for miles. Weather conditions during this time were very unfavorable. A complete communication system was set up within two days. The department also assisted other units who were getting their systems installed, and a new switchboard was procured.

The Island Tank Farm needed a system of its own so a ten drop switchboard was built and lines were strung to the various points on the island. This was the biggest job undertaken in regard to the quantity of wire used and distance covered.

At Camp Seabee communications found a good installation already in operation. However, there was enough work to keep tools and skills from getting rusty.

In the Philippines telephones were installed in the offices, a switchboard set up, and high quality service was rendered to all from the "number please" department.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

DISBURSING DEPARTMENT

After learning that Navy "disbursing" meant the "paying out of money," the men maintained a healthy interest in this particular office. In fact, the regular complement of four storekeepers was always supplemented by a voluble volunteer body of scme 1,000 "part-time" workers.

The pay line was one line the mates preferred to "sweat out" rather than drop out. Thanks to the disbursing officer, the cash was always on the line whenever the green light was flashed to pay the boys.

Holding pay days for the battalion was only a part of the work of this office. Allotments for dependents, savings, War Bonds, and insurance necessitated paper work and discussions with the men. Rumors of an impending move, and more important still, its general direction were quickly reflected in the registration and cancellation of allotments. For instance, a sharp increase in cancellations indicated the prospect of a "liberty port" on the horizon in the very near future—or possible even some tip-off from the Barber Shop that "This is the last job!"

This office remained bchind on Guadalcanal with the rear echelon and missed the Vella La Vella campaign although the disbursing officer, Mr. G. A. Vaughan, flew up once with the necessary funds to hold a pay day. Still another pay day was held on Bougainville with only the disbursing officer, Mr. D. J. Driscoll, who relieved Mr. Vaughan, on hand. Finally, in March 1944 we rejoined the forward echelon.

The War Bond drive on Emirau, with a beer-picnic as a reward for the platoon having the largest sales, created interest—and sold War Bonds.

When the battalion headed "Down Under" a new currency had to be reckoned with. A money list was prepared on the ship and a pay day held in Australian currency the



day after we landed. U. S. money was not acceptable in the service shops and post office on the base—and those bees needed money. We soon learned that a pound note had a strange way of disappearing as rapidly as a dollar bill despite the fact that it was worth $3.23. Consequently, the line in front of the disbursing office was longer and drew much heavier than ever before. The last night in Australia, as the men returned from their final liberty, all remaining money was exchanged for U. S. currency.

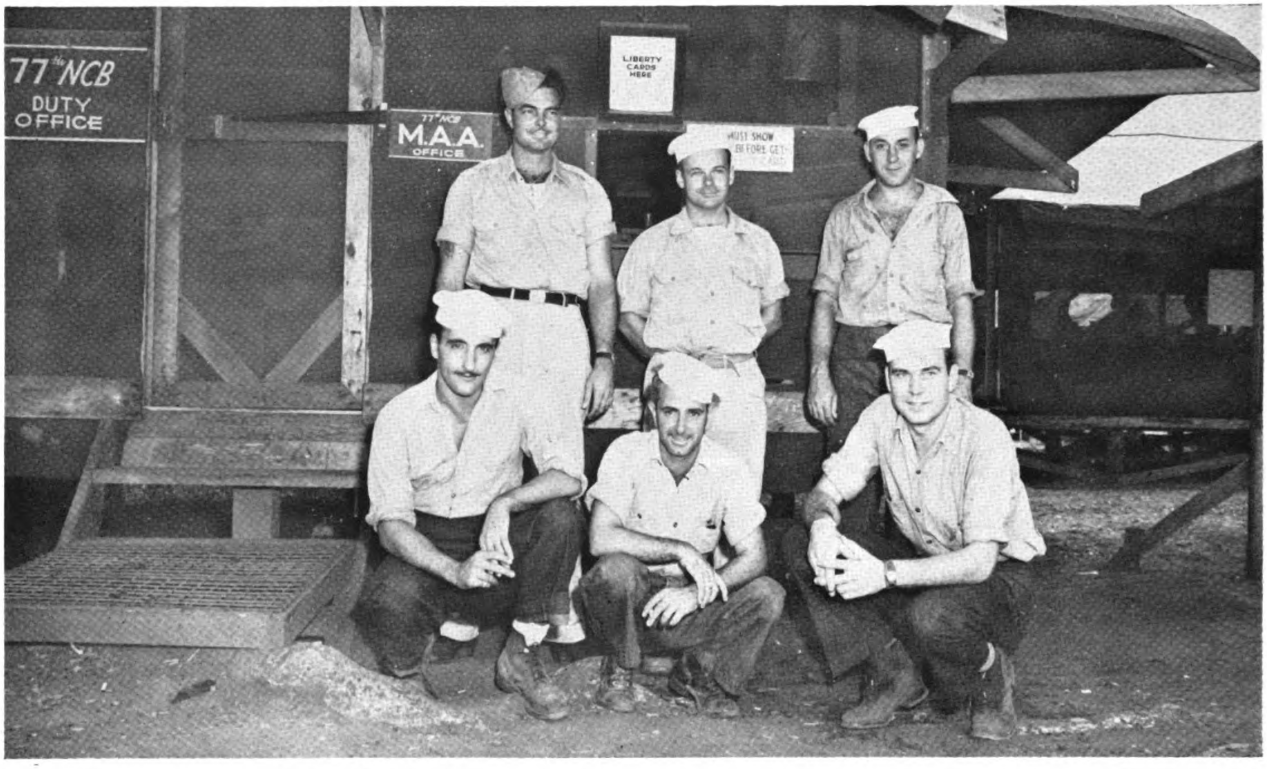
In the Philippines we encountered another new medium of exchange—the peso. The rate of exchange—two pesos for a dollar—permitted the currencies of the United States and the Philippines to circulate side by side without any complications. Here, however, the accounts, badly depleted after that Australian Episode, started to build up again as a consequence of new rumors of stateside duty in the near future. Our bees came home with money in their pockets.

Let's Be Serious



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

MASTER AT ARMS FORCE



Work Before Play

The mere mention of an M.A.A. Force is sufficient cause for a mate to turn up his nose, with a quizzical raising of the eyebrows. True, the duties of this activity are at times distasteful to all concerned, but it is an integral part of a service organization and cannot be dispensed with. However, all is not grim and dark. There is an occasional laugh caused by some ridiculous situation. It is a proven fact that "no one loves a policeman" and it did not take the boys long to tag us in this manner. We became "The Gestapo" and at times we honestly felt that our end would be as ill-fated as that iniquitous organization.

The main function of a Navy police force is to provide for the security of the camp and the maintenance of order, but in due time we regretfully found that these were but an infinitesimal part of the duties expected of us. There was the administration of brig—doling out of liberty cards and special passes—and the "Simon Legree-ing" of the extra duty boys. We also had a lost and found department which at times was a cache for Jap material of war, and a glorified kennel for the numerous stray dogs the 77th had wandering about its camp-sites. We must not forget our stay "Down Under" when our organization turned into "A lonely hearts club" by handling social problems and dates.

The original M.A.A. Force was composed of C. R. Brown and a staff of five men. The figure varied throughout our tour of duty. The candidates for the job were picked primarily because of their previous police experience.

During the long trek up the Solomons, the Admiralties, Australia, and finally the Philippines, there were period before and after a move when this force was called upon to perform typical Seabee duties, such as rigging, stevedoring, and just plain pick-and-shoveling. This was a particularly joyful time for the mates who were in a ribbing mood and an unhappy one for our little brood.

Glen Moore took over this staff after leaving Australia. Speaking for these men he said, "All in all, these many months of service as 'MAAs' in a construction battalion have been unforgettable and rich in experience. I don't know of any other branch of the service where one comes in such personal contact with the men. If we had it to do all over again, we would unanimously join in selecting the M.A.A. Force for the duty most desired."

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

ELECTRICAL DEPARTMENT

The Electrical Department began to take shape in the boot camp electrical schools and in the advanced training school at Camp Endicott, where we studied the operation of equipment to be used overseas; but our work did not actually begin until we hit Guadalcanal where the electrical department built distribution systems for our own camp.

We set up distribution and installed the wiring in the Marine Hospitals, and made repairs on generators and alternators for Marine Corps. We furnished flood lighting for the loading and unloading of ships' cargo and handling of wounded personnel.

On Bougainville, the electrical department took big jobs in stride. Large distribution systems were set up, with generators operating parallel, to provide power and lighting for the air strips and also, to operate a telephone system for the defense of the air strips. We handled the complete erection and installation of power, lighting, generators, and equipment of the Island Command. Flood lighting was maintained for night work on the air strips, and lighting and power for the strip repair shops, radios, and communication. In our shop on Bougainville, we were always busy servicing motors and electrical equipment, making repairs, and rewinding electric welders. All construction work and maintenance was continued during air raids and shelling by the Japanese artillery.

At Emirau our first job was to furnish flood lighting for unloading ship's cargo and to set up generators and distribution system for our camp. As soon as work began, flood lighting was furnished for night work on the air strip. Power stations, distribution system, and equipment were set up and wiring was installed for the air group camps, machine shops, radio and strip control centers. We made the complete installations for the Navy Hospital, Acorn 7 Camp, plus camp and shops of Marine Photo Groups. In addition we installed lighting and signal systems for the tank farms, both gasoline and water storage. In our Emirau shop, motors were rewound, repaired, and maintained, and transformers were found for electric needles.

In Australia, in addition to the maintenance of Camp Seabee, our men did the electrical work in the dismantling of hospitals, submarine base, and ship repair base.

On all assignments, the electrical department never failed to shed light and power—the Can Do Boys did it.

"It's How You Look At It"



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

ENGINEERING DEPARTMENT

When Mr. S. Mank was given the task of locating and laying out the Tide Water Dam Project at Camp Peary, the Engineering Department was organized. Since that project, the engineering staff has covered a great deal of territory.

While overseas the department was called upon to do many kinds of engineering. We were assigned projects that seemed impossible, but we were the Can Do boys and We Did.

Guadalcanal was the first island on which the surveyors encountered seemingly insurmountable obstacles. But the jobs that couldn't be done were tackled, and when we were finished there were four miles of highway, and a camp site had been readied for the Battalion.

The latter part of September the First Wave departed for Vella. The landing was completed under enemy fire and the men knew that they were in for the works when they tackled the grimy job of hacking out eight miles of center line through stubborn jungle. Continual strafing and enemy bombing added to the hazards and made the job much harder, but it had to be done, and We Did.

On Bougainville the department had a big assignment—airstrips, taxiways, roads, administration areas, mapping projects, and field notes. In spite of adverse weather conditions, "wait-a-minute" vines, air raids, and snipers, the work was completed on time, and we were ready to move on.

Emirau — and more taxiways, tank farms and service roads, plus a hospital layout and camps for other units. Swimming pools and ball diamonds came last, and then we moved again.

It was here that our instruments began to show signs of wear, and Seabee ingenuity was called on for repairs. One transit was rebuilt by our machinists. Plumb bobs had disappeared and were replaced by "de-horned" .50 caliber APs. Old fashioned stadia boards were built of native mahogany to replace Philadelphia rods, victims of occupational fatigue.

At Sangley Point, P. I., we did a survey prior to the clean-up and rebuilding of a pre-war Navy Hospital and Seaplane Base. The work was remapping the peninsula and the installations that could be reclaimed, the location of roads, an airstrip, and other installations. Wreckage complicated our work. Very little office data were obtainable on pre-war installations such as sewers, water and power lines. These had to be re-located via the trial and error method. The work led to considerable field investigation, but our job was clear—and We Did it!

Transit View



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

EXECUTIVE DEPARTMENT

"The Sanctum Sanctorum of the 77th NCB"

Commander C. T. Wende's Executive Office was presided over with authority and business-like efficiency. For months men passed through its portals for one reason or another. P.A.L.s have quaked on its deck, awaiting judgment and feeling acutely the wisdom of Dante's immortal words: "Lose all hope, ye who enter here."

It was here that all official communication affecting the Battalion arrived—and it was here that we got that "Straight Dope," when we could. The Exec was mighty careful to see that not much scuttlebutt trickled out from his office.

The executive's yeoman, a mighty important character to know, was continually besieged by quieries of an extremely restricted nature, and his stature increased during times of crisis and fateful decisions. A. Roiz was the last encumbent of this office, and being blessed with an affable disposition and a ready smile, was able to cope successfully with the foibles of the great.

A source of pleasure to Al was his daily association with his immediate superior, Lieutenant J. J. Idema, Personnel Officer. Lieutenant Idema invariably proved to be "both friend and benefactor" to the "troubled" Seabee.

Lieutenant G. A. Dando served as Personnel Officer (at that time not attached to the Executive Office) up to Bougainville, while Lieutenant R. A. Nielsen carried on in this capacity from Bougainville to Australia.

The executive officer, Lieutenant C. E. Duncan, was the man the office was named for. He was the possessor of that horror of horrors, a "Memory like an Elephant," and it was believed that he carried a mental dossier of each and every man in the outfit. He was a stickler for detail, and abhored carelessness in any form.

We were lucky to have Lieutenant Duncan's excellent organizing skill and knowledge. There was not a harder working person in the Battalion. At all times he had the Battalion's welfare uppermost in his mind, and he gets a hearty "Well Done" for his work.

Commander C. T. Wende, the driving force of this foursome, requires more than these few desultory words of description. The accomplishments of the 77th Seabees are his accolade, and they are commentary enough on the character and organizational ability of our "Skipper."

The Executive Office will be remembered as the directing force for this book, "We DID!"

VARIETY SHOWS AND PERFORMERS

Camp Endicott was the site of our first venture into the theatrical field. W. W. Cheeseman as master of ceremonies, aided by M. G. Barreto, H. G. Walsh, C. J. Primosch, and E. C. Webb as comedians, managed to present an interesting program despite inadequate rehearsals. F. J. Abate provided melodies with his accordion, K. E. Suter added the western touch with his songs, R. P. DeMello sang the blues, and I. E. Lewis gave out with Hawaiian Chants; W. R. Curry rounded out the team by taking care of properties.

It was not until the battalion embarked for foreign stations that entertainment by the men was resumed. On board ship, Cheeseman again served as MC for informal deck presentations, coaxing to the mike any bashful talent among our mates.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

On Bougainville R. P. DeMello again got busy rounding up entertainers and J. W. Raffensperger took the helm as M.C. R. L. Jau volunteered as comedian and novelty singer, R. Cuttaia as violinist, and J. J. Beattie as property man. With the band providing the musical backdrop, the boys were soon "on the road" entertaining neighboring units. Raffensperger and Jau as comedian and straight man were aided by Beattie who just pantomined around in a bizarre assortment of clothes.

At Emirau a new show was written about the Medical Corps. "Doctor" Raffensperger provided laughs as an inexperienced pill-pusher with Beattie, Motto, DeMello, and Ettinger for patients. A dental act was written in with Ettinger doing the oral plumbing on Jau. E. L. Nelson, T. A. Mickle, and De Mello provided familiar interruptions with their attempts to out-maneuver "Doctor" Ettinger for souvenirs. A Captain's Mast skit was given with Raffensperger as "C. O." The entire show was swell, and another mark was placed on the scoreboard of successful productions.

August 2 was the Battalion's first anniversary overseas. Scripts were written and rehearsed, and remembrances of things past were given with a touch of humor. Since other business kept some of the performers away, it took the splendid effort of A. E. Wasserman to prove the truth of that old crack about the show going on.

M. G. Sumner proved himself an ingenious Seabee when made a Hawaiian guitar which might have been the joy of any "Aloha" king. The guitar was constructed from radio parts, sheet metal from wrecked planes, mahogany from the jungle and odd bits and pieces from kitchen utensils, along with a hand-wound coil. We spent plenty of pleasant evenings listening to Sumner, F. T. Carstensen, I. E. Lewis, and F. J. Abate play the instrument.

All told, no one in the Battalion had any more pleasure out of the shows and skits than the bees who buzzed in them.

"YE OLDE TAILOR SHOPPE"

Specializing in the alteration of men's clothing, "Ye Olde Tailor Shoppe" of the 77th was started on Bougainville. Due to the unsual fit of a pair of G. I. trousers, a place where a bee could get rid of excess material was more of a necessity than a luxury.

Our first establishment had none of the embellishments of a Fifth Avenue Shop, but nevertheless, it emerged a firmly established part of the Ship's Store, worthy of the services of our well-known wielder of the needle, Ciro DiPeri, sole operator from beginning to end.

On Emirau we had "Business as Usual" until scuttlebutt started that our next assignment would be Australia. Things began to rip: The shop was flooded with dress clothes; we were cutting jumpers, inserting zippers, putting on new rating badges, and spiking trousers. Our tailor wasn't sure he could weather the storm, but being a busy bee, he came through, and at Brisbane every man had good-fitting blues for his first real liberty.

In Brisbane it was necessary to add a pressing shop. J. Short and F. L. Riley came in as pressers, and the tailor shop grew and became an important factor in the success of nightly and week-end liberties.

Then to the Philippines, and everything from curtains for the Admiral's home to a rip in your white pants was taken care of in the same efficient manner. Naturally, the demand for dress clothes wasn't as great, but other work kept the shop open and busy every day.

"WELL DONE" Tailor shop—"YOU DID!"

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

MEDICAL DEPARTMENT

The medical department was originally composed of Dr. C. L. Medd, senior medical officer, and Dr. M. J. Korns, assisted by corpsmen S. Gillies, J. Kadau, H. P. Anthes, P. D. O'Harra, R. Sartwell, W. Thatcher, W. Ruekert, J. Wheelock, R. P. DeMello, E. Winnich, and J. Jenness.

When we arrived at Guadalcanal, the sick bay and wards were built by the doctors and corpsmen. Shortly after this, Dr. Korns and Corpsmen O'Harra, Sartwell, and Thatcher left with the first wave for Vella. The group saw plenty of action and worked heroically with the many casualties.

On 1 October the second wave landed at Vella. The whole medical department was subjected to an enemy bombing similar to the first wave's. The numerous casualties kept them busy for many hours. The care of the wounded was carried out efficiently despite the adverse circumstances. There were many cases of malaria and dysentery on the island, and the sick bay, two hospital tents with coral decks, was full.

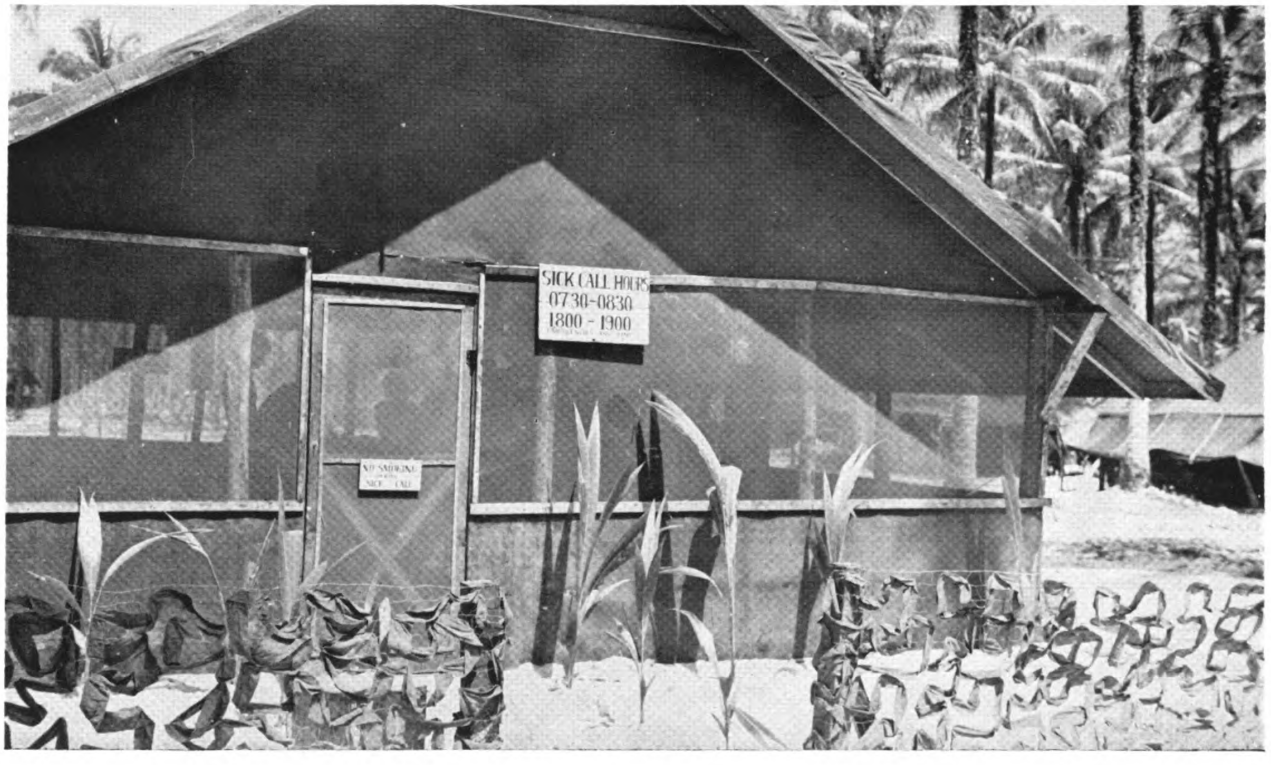
Arriving at Bougainville, the department was occupied day and night with casualties. This lasted for a number of days and many Purple Hearts were awarded. The dispensary was protected by oil drums, and we carefully made the ward in the manner of an extremely large foxhole.

And then to Emirau. The wards and dispensary were put up with no enemy disturbance. They were built with decks and screened in. The dispensary was constructed sufficiently well for Drs. Medd and Korns to perform many operations. A Miligan, J. F. Norton, J. E. Storch, and C. Stone joined the 77th here.

Australia was a pleasant interlude. We had stateside beds and modern medical and surgical facilities; but we knew that there was more work ahead for us, and so we moved on.

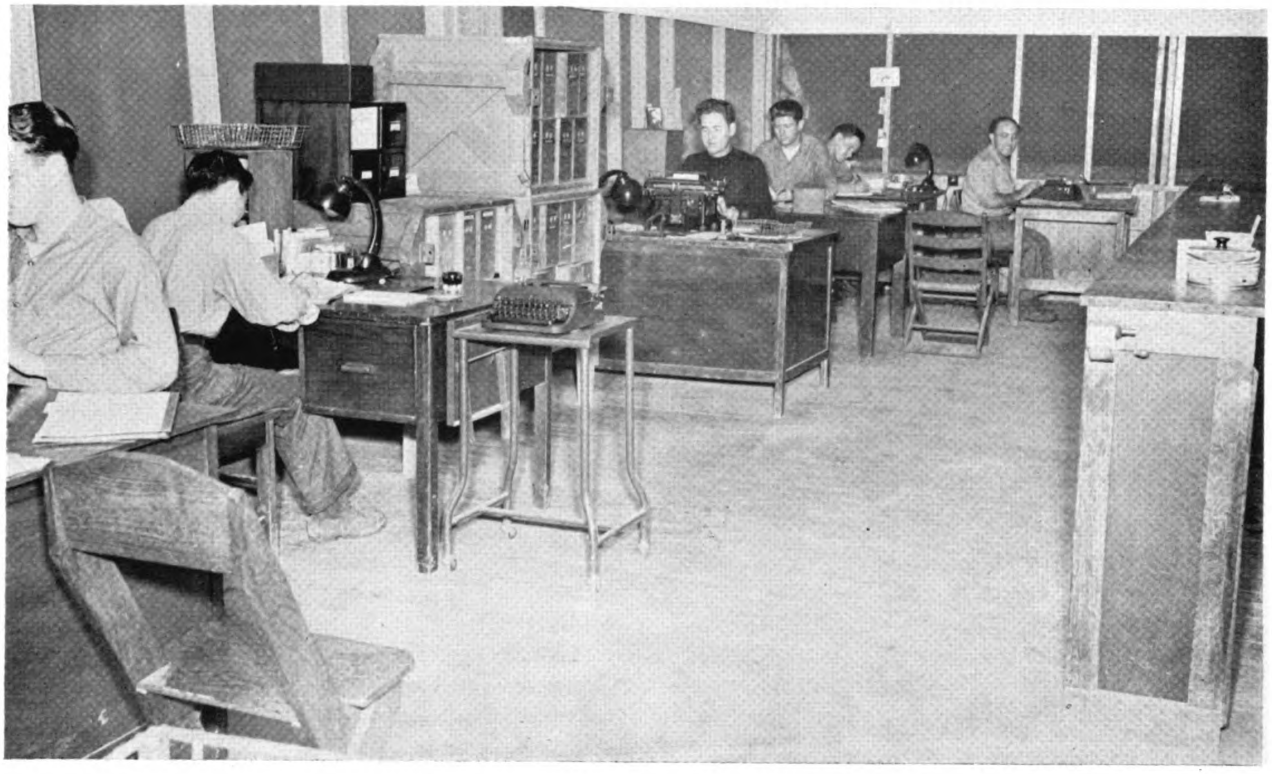
In the Philippines Drs. Medd and Korns were greeted by their reliefs, Dr. J. J. Moretti and Dr. T. A. Ceplikas. The corpsmen and new doctors got under way with the building of the best medical set-up the battalion ever had in the field. Operations were performed by Dr. Ceplikas, and the entire department continued to perform the medical miracles which turned Can Do to We Did.

Sick Bay on Emirau



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

PERSONNEL OFFICE



It's For Your Record

January 1943, Camp Peary, Va.—The "Skipper" and "Exec" arrive on board. The Personnel Office begins to function in B-1 area. One man with a sick-bay, no-duty slip becomes the first yeoman pressed into service.

February 1943. Wading knee deep through mud of Camp Peary. The battalion breaks boot training. To meet the increasing need in personnel accounting, five additional yeomen and strikers are detailed to personnel work. Yeomen become the most popular men in the battalion. Reason: They are busy making out the first liberty cards.

March 1943. The mud is still here. Scuttlebutt says the 77th is to be a rugged outfit and only the best men will qualify. Seventeen hundred transfers in and out of the battalion during March! Who said yeomen don't work!

April 1943—Camp Endicott—Battalion arrives in Davisville for advance training. Housed in D area, miles from the liberty gate. Personnel Office strictly on its own. Ensign G. A. Dando in charge. All records of men now under supervision of the 77th Personnel Office. Paper work increases many-fold. Yeomen are again popular with the mates. Reason: New liberty cards are made.

May 1943. We are really snowed under with business. Burning the midnight oil—receiving, transferring, completing shipping articles, advancing rates, and increasing insurance applications, in addition to everyday business. Embarkation leave papers made out for men residing in east, middle west, and south. Entrained for embarkation base.

June 1943. Camp Rouseau, California . . . This is the life! We came cross country in Pullmans. Snafued again: our huts are farthest from liberty gate but the fence is close. Another new batch of liberty cards necessary. Hope the men A.O.L. because of floods in the midwest catch up with us. Leave papers made out for west coast men.

July 1943. Plenty of work this month gathering up loose ends and completing last-minute business. Checked all I. D. cards and dog tags. Boat lists ready. Tokyo, here we come!

Those were a few highlights of the Battalion's doings in the states in "The Good Ole Days."

Our diary must end with our embarkation for overseas duty. The work of the personnel department, however, did not cease. Every successful business keeps detailed records of its transactions; the business of our battalion was to help nip the Nips. Being a successful concern we, too, had our paper work to do.

On November 17, 1943, Commander C. T. Wende came aboard at Vella as our new "Skipper." Our new "Exec," Lieutenant C. E. Duncan, joined us at Bougainville on Februuary 29, 1944.

Being primarily a service institution, it was our work to maintain records and control of operations, prepare reports covering progress, handle the details in transferring and receiving men, keep records of disciplinary action, prepare ration memos, record changes in rate, and a multitude of other jobs. Periodically we combined our daily transactions into one report to give the Bureau of Naval Personnel a double check on the battalion's operations.

Another equally important task was to assist the mates in their personal problems, process their family allowance and MAQ applications, and record in their service jackets all pertinent information relating to their tour of duty.

The personnel looked forward most eagerly to the day they were able to issue NavPers Form 660 to each man—an Honorable Discharge Certificate, and a one-way ticket home.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

GALLEY

Not one other department in the 77th had as much to do with morale as the cooks, butchers, and bakers. The mates could be made happy or low almost at will by these men.

While regulating ourselves to the rigors of a Virginia winter in our early days of Boot Camp and during the Advanced Commando Exercises at Camp Endicott, all of which produced enormous appetites, the cooks came through in every instance with good nourishing food. Under the shade of California's eucalptus trees at Camp Rousseau, the galley men kept our chow lines steadily on the move.

At our first camp site on Guadalcanal's famed Kokombona Beach things went well. Undoubtedly, many mates will recall the early stages of the mess gear sanitation devices, especially the half oil drums over wood fires. Many of us suffered scalded fingers from the hustle and bustle through the crowded wash lines.

It was a joy to see construction start on our new mess hall. With the procurement of stateside lumber and materials the mess hall was on its way, and when completed was a most useful two-wing



Bread Rows

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Turkey for the Men

structure. However, we were to enjoy only a few meals under its roof before departing for Vella La Vella.

Our galley tent at Vella was set up rather hurriedly and nature's abundant rains soon made it a muddy spot. Our first meals were C rations and consequently Chief Cuff and his galley crew were objects of hard words. G. P. Johnson, one of our enterprising butchers, shot two native cows in the Vella jungle, and in due time the men had a tasty meal of beef stew.

Shortly after Commander Wende's arrival, we had a fine two-winged mess hall under construction and completed in time for us to celebrate our first overseas Thanksgiving Day. There was a separate bake shop with a large mixing board made of a heavy slab of our sawmill's choicest mahogany. Our mechanics improvised a useful bake oven made from used oil drums well insulated with native clay. It was to turn out some of our finest pastry.

Profiting by early experiences, the galley was functioning well at Bougainville. On this island our fresh meat menus lured many a visitor from neighboring units.

High spot of the Emirau campaign was the overseas anniversary. We worked many 24 hour day shifts in preparation, but the barbecue and trimmings went over big, and we felt that our efforts were put to good use.

In Australia our food reached new heights. Plenty of fresh supplies were obtainable, and we had modern equipment. Even a gourmet would have been happy at our mess. Our waistlines showed it.

Our galley functioned smoothly in the Philippines. After our grand opening, the men had nothing but compliments for the galley crew.

We were good—and our food was good, but it was no better than the 77th Seabees deserved—they were the tops—WE DID!

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

DUTY OFFICE

The history of the duty office dates back to the Ilse of Vella La Vella. Until this time we had simply been assigned our work by the Company Offices, but as our work grew more involved, it became necessary to have all men from all companies assigned to work from a central office. And the Duty office was born.

Lt. Davinich, with the assistance of R. Fuchs and N. Caryl, set up a small office for the purpose of handling manpower in the field and making a central location for the securing of labor parties.

The efficiency with which the office handled the distribution of men met with the approval of the "Skipper" and the office was made a permanent establishment in the camp administration set-up.

On arriving at Bougainville, the office was given its official title, and placed under the jurisdiction of the executive officer.

The office expanded its duties by holding interviews with every man in the battalion and recording his occupation and civilian experience. From the data obtained, a file card was made for each man and was kept up to date in regard to the type of work he performed in the battalion. From these files the duty office was able to place men where they were best suited as to their ability.

The extremely varied projects the battalion had to cope with at various times, however, made it necessary to maintain a flexible distribution of men at the expense of not always having the men work at the jobs best suited for their skill.

Other duties of the office were the keeping of daily progress reports and the checking up of and accounting for each man in the field.

Moving day for the battalion was always an important function for the office. Prior to moving, the duty office assisted in the arranging of the personnel into a mobile organization to expedite the particular problems encountered in traveling from island to island and setting up new camps upon arrival.

For its efficient manner in organizing work crews and smoothing out many knotty problems, the duty office deserves a since "Well Done."

TIN SHOP

Herb Baker started the tin shop Vella La Vella with W. F. McCormack in charge. Here we made a field oven for the Third Paratroops, an oven for our own galley, cake tins, covers for galley equipment, sterilizing equipment for the hospital and a pump for transfusion procedures.

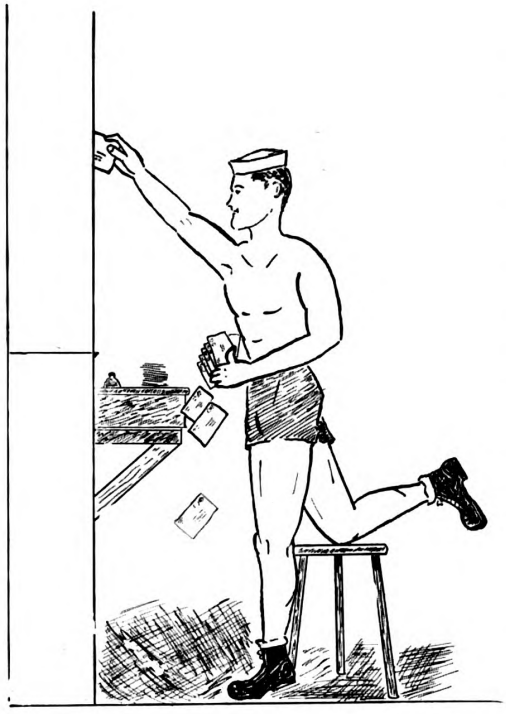
Fixtures were made out of 40 and 90-mm. shells for the Island Chapel on Emirau, and the erection plaque was made in the shop. We built the galley equipment for MAG 24 and we constructed 500 pairs of hinges out of oil drums. Most of our work was done with corrugated metal, and we were kept busy at it most of the time.

In the Philippines we created all the metal work for the construction work on the Naval Air Base. Ingenious lighting fixtures were made for the officers' mess hall ,and all metal work installed in the laundry was completed by our department.

Like every other unit in the Battalion, We Did our part in making the battalion's record an enviable one.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

POST OFFICE

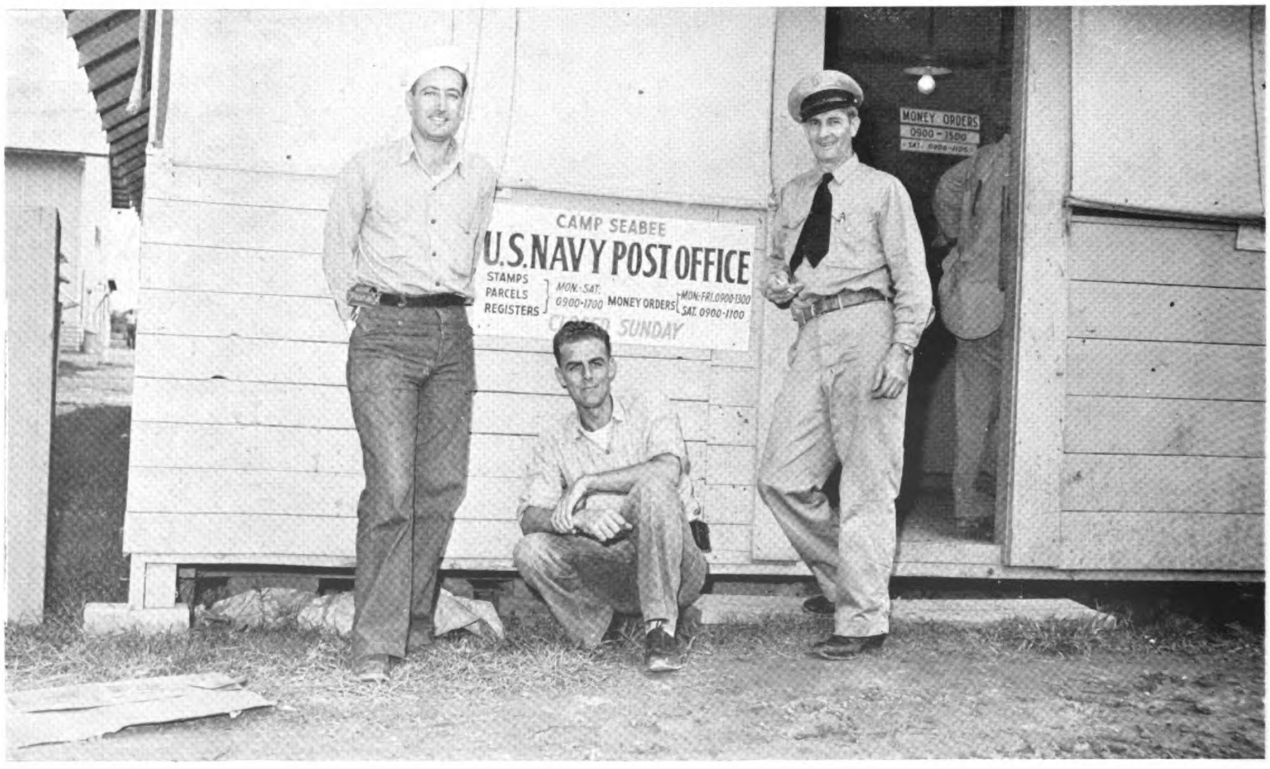


Best loved, and most cursed men in the Battalion were the two men who manned the Post Office. Our popularity waxed and waned in direct ratio to the amount of mail received by the mates. The mail service has long been recognized as one of the most important morale builders in the armed services, and anyone who has gone without word from home for several weeks will tell you that "the word" is straight dope on this score.

Despite being hampered by the usual red tape of the Post Office Department, to which was added miles of Navy Department red tape, the mailmen did an excellent job of taking care of the varied wants of a thousand men. We issued well over half-a-million dollars in money orders, issued close to $20,000 worth of postage—this, in addition to keeping the mail rolling out regularly and spasmodically.

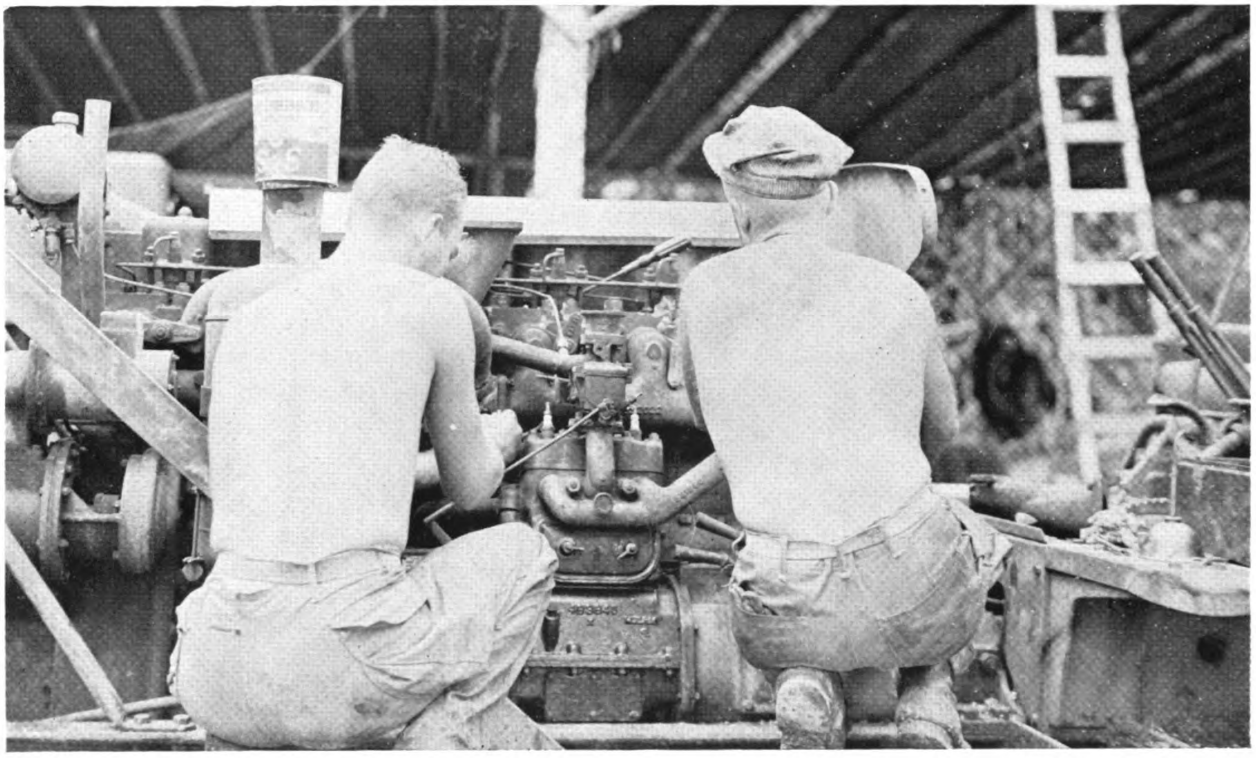
Besides the two regular mailmen, J. T. Cady and C. K. Gossage, credit of a job well done goes to men who have at one time or another lent a hand in the post office. They are: O. L. Shaver, W. V. Keating, G. L. Ward and C. C. Cassady.

Mailmen



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

REPAIR DEPARTMENT



"Let's See Now"

At Hueneme we received our first experience with our tools and equipment. The men assigned to the Repair Department met for the first time as a team at the motor pool, and the following weeks were spent in getting acquainted with the new tools and the portable machine shops. The machine shops were well-equipped, but there were no tools or space to spare. Everyone was so proud of the equipment that an Admiral could hardly have borrowed so much as a center punch.

We reached Guadalcanal on September 3, and for three weeks merely stood around with eager hands and eyes, looking at our new shop.

Finally, arriving at Vella despite the protestations of the Japs, the shop got its first real assignment. Due to enemy action we lost the carriage for our vitally needed sawmill. The boys made a satisfactory carriage in short order, and it was our sawmill which produced the lumber from which the bees built the hospitals on Vella to care for the wounded returning from Bougainville and Choiseul.

When the men found three wrecked jeeps on the island, the machine shop boys and the men in the repair shop decided that one good jeep could be made from the wreckage of the three—We Did it!

Our trucks and heavy equipment took a thorough beating on Vella and Bougainville, but our repair shop bees managed to keep everything rolling. Brakes had to be re-lined, engines tuned, and a thousand and one adjustments were called for. Parts wore out and had to be replaced, and as always, the needed parts were the ones we didn't have, but Seabee ingeunity took care of the situation — we either substituted or turned manufacturer.

In cutting through the jungles to knock out an air strip on Bougainville, the bulldozers were overheating. The mates in the repair shop designed, built, and installed oil-coolers in the dozers which proved successful. We had done it again.

While in the tropics someone recalled a stateside luxury called ice cream, and an idea was born that made us the envy of other units on the island, for we became the proud fathers of an ice cream freezer. The gizmo required the combined skill of the repair and machine shops, and the aid of the carpenter shop. The freezer was driven by a jeep transmission and powered by a Wisconsin motor from an old water pump. Shades of the old home town—ice cream sodas in the South Pacific.

By the time we reached Emirau all of our equipmen was overworked and in very poor condition. A few needed parts put it in shape to build a network of roads and to assist in the building of both a fighter and a bomber strip.

When we say Seabees, we think of that rough strong, able man on the 'dozer "hell bent for election" finishing up an airstrip in nothing flat. But it was the men in the repair shop who kept them moving—the repairmen who powered the attack of the Can Do boys—and gave them that WE DID record.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Cowling Design

SIGN SHOP

Specializing in "plain and fancy lettering," the Sign Shop was formed on Guadalcanal with R. Herring in charge and L. Caryl as assistant. Our work didn't really get going until we reached Vella. There T. Preuit put out our first Thanksgiving Day cards. The greetings were made from a handmade stencil carved in wood. Caryl gave us more artistic work when he made a plaque out of a 90-mm. shell. The plaque, commemorating the New Zealand soldiers who lost their lives in making a landing on the island, was inscribed with the name of each man lost in the action.

On Bougainville we first saw the sign "Don't cuss, Call us." Preuit made a second painting of the sign, and it remained with us from then on. It was here that Caryl painted the Seabee insignia on the cowling of a plane, which we adopted as the battalion's plane since it was numbered 77.

With the coming of Christmas overseas, the shop got busy and made Christmas cards, using a silk stencil to do the work. We made V-Mail greetings with original designs, and the shop came to be known as the center of the holiday spirit because of its production of cards—"Hallmark Company" look out, you have competition.

One of our finest pieces of work was done on the Emirau Island Chapel, built by the 77th. The elaborate designing on the cloth used for windows was so perfect a reproduction of stained glass that it deceived even the Chaplain. In addition to the windows, we worked out the Battalion signs and plaques for the church.

In Australia we redecorated the camp theater with the assistance of the paint shop. When this job was completed we were kept busy re-doing the band's music stands, making battalion seals for the mess hall, and preparing dance and athletic advertisement posters.

Once at the Philippines, work started anew. More mess hall decorations were prepared—both enlisted and officer. We kept at it, and when we left, we too, could say—We Did.

NEWSPAPER

Whenever conditions permitted, the 77th Seabees published a battalion newspaper. Our first editions were titled "77th News Notes" and came off the press at Camp Peary, Va. Mr. Barnes was Editor-in-Chief and Mr. M. Davinich, J. D. Wagner, and T. B. Preuit served as assistants.

The paper was spasmodic. As the battalion moved, or prepared to move, it was necessary to cease publication. At Camp Rousseau we brought forth the "Oak Leaves," with T. B. Preuit sitting in the editor's chair (as he did from then until we left Australia).

But our proudest editions were published under the title of "Spirit of 77." All men of the battalion were responsible for the paper. If a mate had a story, or an editorial, or a gripe, down to the paper he came—and when the paper was circulated every tent could be heard okaying the edition and chuckling over some story included.

Ours was a proud battalion, and the paper reflected the feeling of the men. The "Spirit of 77" was well worth the time and effort it consumed.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

TRANSPORTATION DEPARTMENT

Responsible for all heavy equipment — cranes, bulldozers, motor graders, and rollers — the Transportation Department was a vital group in the Battalion. Almost every function of the activity is dependent upon it in some way. When the Marines made a beachhead on an island, the Seabees followed on their heels with their tireless and indomitable bulldozers and well-qualified operators. They began chewing away at the dense jungles and undergrowth and had the plots cleared in record time. The earth levelling and earth grading was begun. It was here that the shovels came into action. They operated from a deposit, filling the dump trucks, carried the earth to the project, where the fill was dumped by the "spotters." The bulldozers then continued their job of leveling. It was the Seabees who made the bulldozers famous during the war, but it was equally the 'dozer in the hands of able operators which made the Seabees famous.

The Transportation Department performed its role efficiently on every assignment our battalion received. The 'dozers cleared many campsites, helped dislodge grounded landing barges, and on Bougainville, even cut a path through the jungle at midnight to a spot where two of our aircraft had crashed.

The cranes were used in stevedoring, loading and unloading ships and barges. On each island the motor graders were used as maintenance equipment after the projects were completed. Our cargo trucks transported the working crews and their tools to their assignments on the islands. They trucked our food supply, brought our mail, and delivered the stores for our supply areas.



"We'll Clear It Off"

The battalion operated 750-gallon tank trucks for gasoline and diesel fuel. The tanks went to the job where the equipment was assigned and saved time otherwise necessary for refueling. A 600-gallon water tank supplied all our needs, both in camp and on the projects. A lubrication truck serviced the equipment on the job; the mates assigned to it went out at midnight, and with the aid of spotlights had the oil changed and the equipment lubricated in time for the morning shift.

We kept equipment rolling through rain, mud, and enemy action to complete every job assigned. They were the men in back who made We Did of Can Do.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

SPORTS

Because of the urgent need for men and the long working hours, the battalion was unable to produce a recreation program which would be available to the men until the battalion had completed the major projects on Emirau.

Guadalcanal, Vella, Bougainville — these first islands saw us working, with occasional time out for reading or going to a movie in the evening. There was not time, and no equipment available for erecting recreation halls or for clearing away the jungles that impeded the playing of outdoor games.

On Emirau, materials and equipment were made available to our recreation officer, Lieutenant Davinich. One of the best recreation areas on the island soon emerged from the thickly studded jungle. Tennis courts, basketball courts, baseball diamonds, volleyball courts, and a recreation hall housing ping-pong tables and a library with plenty of space for the men to lounge around, read, or play indoor games if they so desired, were provided. As a token of appreciation for the fine work done in erecting this area, it was named "Mike Davinich's Sports Emporium."

During the battalion's stay at Emirau, battalion softball, baseball, and basketball teams were orgainze. The softball team was managed by E. J. Robinson and J. D. Wagner and completed a successful campaign by winning 46 out of 54 games played. The hardball team under the guidance of Lieutenant Rothwell, supported by the fine pitching of L. S. Terhune, H. Fortune, and G. Gilmore, backed by a steady infield and outfield, came through the season with flying colors, losing only four of their 12-game schedule. The basketball team upheld battalion honors by winning third place in the island basketball league, formed from various service units stationed there. As an added attraction, the basketball court was equipped with flood lights and many excellent night games were witnessed by large crowds who gathered there to cheer their favorite team.

During the stay at Emirau, inter-battalion teams were formed in basketball and softball, and these afforded the men competitive participation in their favorite sport.

Here, also, B. Chirlin did the battalion proud by copping the island table tennis championship from a multitude of contestants. While enroute to the Philippines, Chirlin gained additional prestige by drubbing the ping-pong champ of New Guinea when our ship stopped over in Milne Bay.

When the battalion set sail for Australia we didn't realize we were going to be able to enjoy the fun of dancing, swimming, golf, and horseback riding. We put away our basketball shoes, and our baseball bats for awhile, but that was all a part of the wonderful time "Down Under."

Our move to the Philippines called for more hard work and long hours. Many of the mates could not

"Get the Rule Book"



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



"Slide Doc!"

take advantage of the fine recreational facilities offered by the base recreation department, but despite this we succeeded in coming out on top in the basketball league by winning the championship of the Sangley Point Naval Base.

We worked hard, but in the few off hours we bees of the 77th proved again that Americans like the thrill of clean, hard competitive sports—we played, sure, but we still had time to work and fight, and prove that the Seabees of the 77th were the best battalion of the best organization of the armed forces of the best nation in the world.

Night Basketball



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

SUPPLY DEPARTMENT

"Everything we have is yours—if you have a 'chit.' We don't care what kind of a 'chit' it is—a piece of coconut husk, a seashell, or what have you—just so it bears the proper signature, carved scratched, or written." This was the keynote of Seabee supply. Records and red tape were held to a minimum and our most frequently used device, the "moonlight requisition," was not listed in the Bureau of Supplies and Accounts Manual. We waged our private war of supply from Port Hueneme, through the Solomons, down to Australia, and back up the line to the Philippines. At times, the going was tough. For months we were far removed from sources of supply. Under such circumstances Seabee ingenuity proved its value. We could always depend on other departments to improvise for something which was not obtainable through customary channels.

The first major task to confront the "Fighting Storekeepers" was assembling the multitude of items required by a battalion for overseas duty. This we did at Hueneme during the six weeks prior to embarkation.

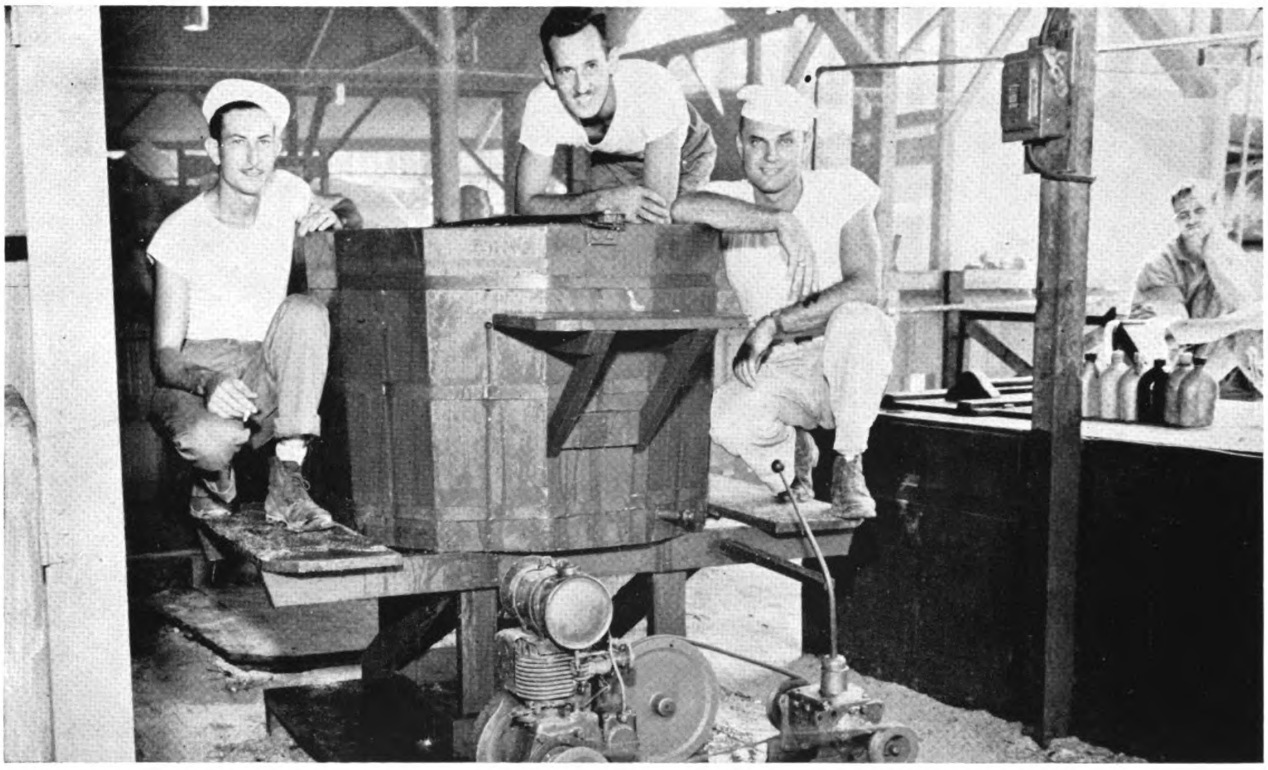
At Vella our supply picture was most dismal. There was no Naval Supply Activity on the island and it was virutally impossible to replenish stocks of general stores. During this period we were helped by the New Zealanders, and thanks to their generosity, we fared well. The Marines came to our aid with clothing, and the Seabees did it again —got by the hard way.

On Bougainville the situation improved, and food was of better quality. We were able to re-stock to some extent on consumable general stores. We owe a debt of gratitude to the Army Quartermaster on Bougainville whose cooperation assisted materially in making life worthwile. A Christmas dinner of turkey and trimmings was the highlight of our stay here.

"Chit Group"



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



77th Ice Cream Freezer

Our prolonged sojourn on Emirau was as ideal as wartime living in the islands could be. The army again provided us with excellent food. The Navy Advanced Base came through with a wide variety of general stores, and it was here that we opened our first Ship's Store and Clothing and Small Stores. Business was good—almost too good for the limited supplies available. Hair tonics, shaving lotions, cigars and chewing tobacco were the most popular items and the resulting aroma vied with the best efforts of the tropical flora. Before saying "Aloha" to the beautiful tropical maidens (we can dream, can't we?) we were re-outfitted for another Island X.

Brisbane was a storekeeper's paradise. For the first time since leaving the states, we were close to a Naval Supply Depot and an Advanced Base Construction Depot. We had the supplies which we needed.

Only one problem arose to baffle the department—the operation of a "Pub." Storekeepers professed ignorance of the methods to be used in dispensing intoxicants, so it became necessary to import bartenders from other departments. "Beer Call" three times a week was almost as well attended as Captain's Mast.

Once again we packed up and were re-outfitted. We were on the move to the Philippines. The *Venus* —you remember her, Mate—posed a feeding problem to us, but we overcame it by setting up our own galley on the main deck. We had seven large Reefers, and so were able to have fresh provision for the entire trip.

In the Philippines we incorporated the tailor, laundry, barber, and cobbler shops into the Ship's Store. Supplies of all types were plentiful, and no real problems arose.

We had a fine tour of duty, but without the help and cooperation of every man, the supply department could never have done its job. All the mates have had a hand in helping the Can Do Boys of Supply say WE DID.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

WELDING CREW

Our job was to see that the rolling equipment was always in one piece. Sometimes this was quite a job—repairing the D-8 radiators and the "A" frames. We were kept busy with carry-all pins, shovel and clamshell teeth and crane booms "beyond repair" which had to be rebuilt.

We "rehabilitated" dump truck frames broken from strenuous jobs, motor blocks, and a host of other items. We took part in construction of three tanks farms, welding all the main lines from pump house to tanks. Emergencies such as the repairing of LSTs and LCTs and getting them afloat were taken in stride. We helped construct three docks which required a considerable amount of work.

We fabricated a condensor for our ice machine, repaired cooking utensils, surgical instruments—the mates just brought the broken things in and said "fix it."

The impractical WE DID immediately, the impossible took a bit longer. This was the spirit of 77 which brought us through.

"Rivet Happy"



Digitized by Google
Generated from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

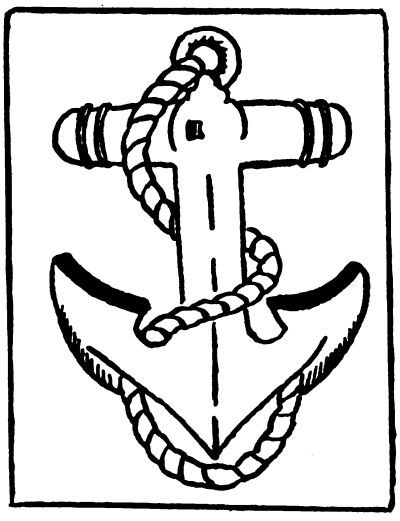
MACHINE SHOP

That old Seabee ingenuity was allowed to run rampant in the Machine Shop. We made pins and bolts for heavy equipment repair from pinch-bars; we turned .50 caliber armor-piercing projectiles into tool bits; we salvaged bolts from wrecked landing barges, plate and other material from amphibious tanks, and turned parts from Higgins Boats into new uses.

Besides handling unpredictable repair jobs that came our way, the 77th machinists showed their creative ability in many jobs. On Vella we built three new type 60-mm. mortars in response to suggestions made by Major Vance, USMC. We redesigned these mortars to fire the projectile in a very flat trajectory, making them particularly suited for jungle fighting where dense overhead foliage was an impediment to the usual high arc of the standard design. Photographs and drawings of these new mortars were sent to Washington. On Bougainville we built an ice cream freezer using a jeep transmissions, galley tub, and other salvaged materials. This job was publicized in newspapers in the States. Other original designs were: six oxygen adapters for hospital use, an automatic film-washer and dryer for a marine photo lab, an ice machine condenser, and an automatic reverse drive assembly for the battalion's washing machine.

Our overseas experience brought up problems unknown to home town shops. We were called on to make diesel engine piston rings from Jap stock salvaged on Bougainville; we reconditioned a heavy duty lathe and bandsaw that had been given up as worthless in Australia; we reconstructed and operated to our advantage a Japanese milling machine and shaper and rebuilt and operated a heavy duty English gap lathe sabotaged by the Japs in the Philippines.

We Did these things because the "Can Do Spirit of 77" pervaded our machine shop and made all of us a little more capable than we had ever been before.



Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

DECORATIONS

FOR

THE

DOUBLE SEVEN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN



C. T. WENDE

BRONZE STAR AWARDEES



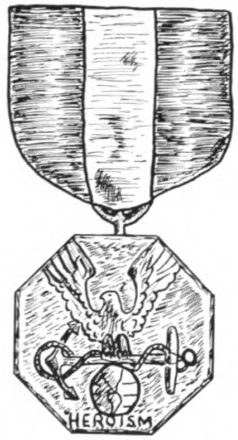
BILL J. McARTHUR



CHARLES H. SPENCER

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

AWARDS TO PERSONNEL



NAVY AND MARINE CORPS MEDAL

COCRON, Robert Edward

For heroism following an operational accident at an advanced base. With complete disregard for his personal safety, he succeeded in rescuing the pilot of a fighter plane which crashed in the sea.



BRONZE STAR MEDALS

McARTHUR, Bill Junior

SPENCER, Charles Hubert

For heroism in rescuing the survivors of a ship, which was damaged during an enemy bombing attack while carrying out landing operations.

WENDE, Charles Thomas, Cmdr.

For skillful leadership and personal supervision in effecting emergency repairs during period fighter strip was subjected to Japanese artillery fire.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

OF THE DOUBLE SEVEN



PURPLE HEART AWARDS

ADAMS, Albert Davis
ANDERSON, Earl James
ANDERSON, James William
ALLEN, Perry Jones
BAKER, Raymond Hutchinson
BEATTIE, Jack Joseph
BENDORF, Vernon Thomas
BOUCHARD, John Joseph
BOWMAN, Fred Helm, Jr.
CLARK, Warren Radcliffe
CRITES, William Andrew
CUMMINGS, Daniel James
FINCH, Arthur William
GOBELI, Leland Dwain
HAYES, Garold Junior
HENRY, Francis Laurel
KELLEY, Titus Lee
LEWIS, Hollis Weldon
MOBERLY, Harold James
PHILLIPS, Carroll Lowett
SWEENEY, George Gordon
THOMAS, Edwin Arnold

CITATION

DARNELL, Richard Adolph

For saving the life of a mate injured by shrapnel.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

COMMENDATIONS

FOR

THE

DOUBLE SEVEN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

ACORN ELEVEN

From: Commanding Officer, Acorn Eleven.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

10 September 1943

1. "Mailgram from the Port Director, Guadalcanal, quoted: 'YOUR TONNAGE UNLOADED SEPT. 9 ESTABLISHED NEW HIGH FOR ONE SHIP FOR NAVAL UNITS STAGING AT GUADALCANAL.'

2. "The Commanding Officer compliments you for an outstanding accomplishment of unloading."

G. H. HASSELMAN
Commander, USN,
Commanding

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

HEADQUARTERS
OF THE COMMANDER AIRCRAFT
SOLOMON ISLANDS

From: Commander Aircraft, Solomon Islands.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

13 March 1944

1. "The Commander Aircraft, Solomon Islands, desires to express his sincere appreciation for the full and wholehearted cooperation extended by the Commanding Officer, 16th U. S. Naval Construction Regiment and the battalions under his command.

2. "The constant vigilance of this unit in maintaining and repairing our air strips and installations after the enemy's constant bombardment is most commendable and was highly instrumental in permitting aerial operations to continue with the least amount of delay and inconvenience.

3. "The Commander Aircraft, Solomon Islands, passes a 'well done' to the 'Seabees' in successfully accomplishing a difficult task."

R. J. MITCHELL
Major General, USMC.
Commanding

Endorsed by:

H. S. SEASE Captain, U. S. Navy (Commander— Torakina)	O. W. GRISWOLD Major General, U. S. Army (Headquarters— XIV Corps)	O. O. KESSING Commodore, U. S. Navy (Naval Air Base Torakina)

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

COMMANDER SERVICE SQUADRON

SOUTH PACIFIC FORCE

From: Commander Service Squadron, South Pacific Force.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

24 April 1944

1. "The work of the 16th Construction Regiment and the Construction Battalions attached thereto in the construction and maintenance of airfields and other facilities at Bougainville, in the face of continued enemy opposition, has been of the highest order and reflects great credit upon all of these units. This Command takes this opportunity to commend the 16th Regiment for the excellence of their performance."

O. C. BADGER
Rear Admiral,
U. S. Navy

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

UNITED STATES PACIFIC FLEET

SOUTH PACIFIC AREA
U. S. NAVAL ADVANCED BASE, EMIRAU

From: Commanding Officer, United States Pacific Fleet, South Pacific Area.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

24 May 1944

1. "Although this base was occupied on 20 March 1944, the Construction Personnel and equipment were not landed until 25 March 1944 and work could not be considered as definitely under way until 1 April 1944. From that day until present date two 7000-foot airstrips with all attendant requisites including three taxiway systems, shops, camps, avgas farm and tanker fill point, Naval base facilities including PT Base, four piers, three unloading beaches, including a finger pier arrangement equivalent to a pontoon dock, approximately 35-40 miles of permanent, all-weather road and many other projects too numerous to mention have been successfully and effectively completed. All essential projects have been completed by due dates, many being anticipated.

2. "The accomplishment of such a great construction project, so successfully, indicates excellent planning for the movement and utilization of the battalions comprising the regiment."

E. R. WILKINSON
Captain, U.S.N.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

UNITED STATES PACIFIC FLEET
COMMANDER AIR CENTER

From: Commander Air Center, United States Pacific Fleet

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation

24 May 1944

1. "The Officers and men of the 18th Naval Construction Regiment are hereby commended for the outstanding performance they have made in the construction of air fields and aviation facilities at this base. In the short time the regiment has been operating it has accomplished with dispatch the requirements of the Master Plan and its collateral items.

2. "These Construction Battalion units of the 18th Naval Construction Regiment have, through their conscientious efforts and untiring attention to the various tasks assigned them, contributed to the rapid progress which has been made at this advanced base."

G. S. ALEXANDER
Commander, U. S. Navy

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

UNITED STATES PACIFIC FLEET

From: William F. Halsey, Admiral, USN

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation

1. "Proudly I send this parting 'well done' to my victorious all-services South Pacific fighting team. You have met, measured, and mowed down the best the enemy had on land and sea and in the air. You have sent hundreds of Tojo's ships, thousands of his planes, ten of thousands of his slippery minions whence they can never again attack our flag, nor the flags of our allies.

2. "You beat the Japs in the grim victory at Guadalcanal; you drove him back and hunted him out; you broke his offensive spirit in those smashing Bougainville-Rabaul blows at his ships and planes and troops in November 1943; and you have smeared him and rolled over him to easily occupy Emirau.

3. "And now, carry on the smashing South Pacific tradition under your new Commanders, and may we join up again further along the road to Tokyo."

WILLIAM F. HALSEY
Admiral, USN

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

UNITED STATES PACIFIC FLEET

SOUTH PACIFIC FORCE
SERVICE SQUADRON

From: Commanding Officer, United States Pacific Fleet, South Pacific Force, Service Squadron.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

13 June 1944

1. "Captain A. G. Bisset, CEC, USN, on 12 June 1944, was awarded the Legion Of Merit by Admiral W. F. Halsey, Commander South Pacific.

2. "The following statement has been announced by Captain Bisset: 'It was only through the enthusiastic and untiring efforts of every officer and man of the Naval Construction Battalion, Detachments and Units in this area that the many South Pacific Bases and airfields were built in record time, thus enabling our forces to drive the Jap ever closer to Tokyo. It is my earnest wish that every Seabee know that the decoration awarded to me was earned by the Seabees and represents an appreciation of their accomplishments. I am proud to share it with them as my associates.'"

ROBERT O. JOHNSON
Captain, CEC, USNR

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

18TH U. S.
NAVAL CONSTRUCTION REGIMENT

From: Officer in Charge, 18th U. S. Naval Construction Regiment

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

26 July 1944

1. "Upon your detachment from the 18th U. S. Naval Construction Regiment, the Officer in Charge takes great pleasure in commending the 77th U. S. Naval Construction Battalion for its excellent performance at this base. You and your Battalion's cooperation contributed greatly to the most successful completion of one of the finest air and naval bases in the South Pacific Area.

2. "The officers and men of the 77th U. S. Naval Construction Battalion, through their diligence and ability to perform, have won the respect and admiration of all the services stationed at this base."

W. W. STUDDERT
Commander, CEC, USNR

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

ACORN SEVEN

From: Commander, Acorn Seven.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

14 August 1944

1. "It is the desire of this Command to express its gratitude to the officers and men of the 77th Battalion for their excellent workmanship and cooperation in building our hospital and other numerous jobs in the pilots camp and enlisted men's area.

2. "The Senior Medical Officer feels that special commendation is due Lieutenant Mank for his excellent cooperation, aid in planning and the rapidity with which he and his men succeeded in building the Acorn hospital.

3. "It is our desire to bring his attention to the fact that numerous visiting officers have complimented us on the arrangement of the hospital, its construction and the numerous fixtures and features that make it one of the best Acorn hospitals in the South Pacific."

H. C. FERGUSON
Commander, USNR

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

HEADQUARTERS ISLAND COMMAND

OFFICE OF THE COMMANDING GENERAL

From: Commanding General, Headquarters Island Command.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

9 September 1944

1. "I wish to commend you and the members of your battalion for their outstanding achievement in the planning and construction of the Island Chapel.

2. "Officers from higher headquarters, visiting this Island, have stated to me that this is the most beautiful chapel in the entire South Pacific Area. I am sure that this building will continue to be a memorial to your unit for many years to come."

LEONARD R. BOYD
Brigadier General, U. S. Army
Commanding

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

SOUTH PACIFIC AREA AND FORCE

HEADQUARTERS OF THE COMMANDER

From: Commander, South Pacific Area and Force.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

28 October 1944

1. "The Commander South Pacific Area and Force has noted with pleasure the spirit of cooperation and enthusiasm displayed by the officers and men of the 77th Naval Construction Battalion in the construction of an airfield and other shore installations on Emirau Island. The efficient manner in which this work was accomplished was in keeping with the highest traditions of the naval service."

J. H. NEWTON
Vice Admiral, U. S. Navy

Endorsed by

J. E. WHELCHEL
Captain, U. S. Navy
Commander Service Squadron
South Pacific Force

C. E. WORD
Lt. Commander, USNR
Commander U. S. Naval
Base 3220

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

U.S.S. DRACO (AK79)

From: Commanding Officer, U.S.S. *Draco* (AK79).

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

9 November 1944

1. "The Commanding Officer wishes to thank the Commander Naval Advanced Base for making the arrangements necessary to accomplish the turn-around of the Draco at Emirau in less than one half the time time originally estimated by the army.

2. "The Commanding Officer also wishes to convey to the Officer-in-Charge of the 77th Naval Construction Battalion his appreciation for the generous assistance in the form of working parties which made this possible."

R. M. DRYSDALE, JR.
Lieutenant, USNR

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

HEADQUARTERS OF COMMANDER

From: E. J. Moran, Commodore, U.S.N.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

1 March 1945

1. "Upon my detachment from this command I wish to commend officers and men of your organiation for their wholehearted cooperation and efficient performance of duty. The voluminous forms of construction work and the maintenance of air strips, highways and port facilities were carried out by your unit in splendid fashion. To your 'Can Do' and 'Will Do' Seabee outfit I say—'Very Well Done'."

E. J. MORAN
Commodore, USN

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

U. S. NAVAL BASE

NAVY 134

From: Commanding Officer, U. S. Naval Base, Navy 134.

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation.

11 May 1945

1. "The 77th Naval Construction Battalion reported at this Base late in December 1944. In the months that followed they accomplished some 25 specific construction projects at this Base. Some of these projects were small, while others were of considerable magnitude. Three of the major projects particularly worthy of mention because of the speed and efficiency with which they were carried out were:

The roll-up of the 2,000-bed Fleet Hospital 109.

The roll-up of the Ship Repair Unit and Impregnation Plant, Navy 134.

The roll-up of Submarine Repair Unit, Navy 134.

2. "These roll-up projects had definite shipping dates to meet and the deadline date in each case was met. This was accomplished only by an all-out effort of a fully trained and competent construction unit.

3. "This Command brings to the attention of the Commander Service Force the cheerful cooperation and efficiency of the 77th Naval Construction Battalion."

W. A. TEASLEY
Captain, U. S. Navy

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

U. S. NAVAL FACILITIES

NORTHERN SOLOMONS

From: Commander, U. S. Naval Facilities, Northern Solomon Islands

To: Officer in Charge, 77th Naval Construction Battalion.

Subject: Commendation

4 July 1945

1. "Commander U. S. Naval Facilities, Northern Solomon Islands commends the Rear Echelon of the 77th Naval Construction Battalions stationed at Emirau. Your attention to duty and ingenuity in maintenance and roll-up of Naval Facilities was outstanding. Your cooperation and diligence in keeping the camp and docking facilities in an advanced state of repair and your able assistance in stevedoring, contributed to expeditious loading which exceeded expectations and set a high standard for your Unit. This outstanding performance of duty was a distinct contribution to the war effort and in keeping with the best Navy traditions."

E. H. KINCAID
Commander, U.S.N.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

THE DOUBLE SEVEN IS INACTIVATED

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

COMMANDER CONSTRUCTION TROOPS
PHILIPPINE SEA FRONTIER

c/o Fleet Post Office
San Francisco, California

P16-1
Serial: CCT-2167 WRK/dl

From: Commander Construction Troops, Philippine Sea Frontier.
To: Officer in Charge, 77th U. S. Naval Construction Battalion.
Via: Officer in Charge, 3rd U. S. Naval Construction Brigade.
Subject: 77th U. S. Naval Construction Battalion—Inactivation of.
Reference: (a) ComServFor7thFlt ltr., Serial: 3437 dated 4 August 1945 to CCT 7th Flt.

1. Reference (a) authorizes the Comander Construction Troops to inactivate certain CB units as approved by ComServPac.

2. Since the officer and enlisted personnel of the 77th U. S. Naval Construction Battalion have been transferred to other units and records and equipment have been disposed of in accordance with existing directives and instructions, the 77th U. S. Naval Construction Battalion is declared inactivated as of 15 October 1945.

J. R. PERRY

cc: CNO
BuPers
BuDocks
CinCPac
ComServPac
ComPhilSeaFron
CNOB Manila-Subic
CNB Manila
3rdNCReg

★

THIRD NAVAL CONSTRUCTION BRIGADE

c/o Fleet Post Office
San Francisco, California

3NCBr-HPP:awc
P16-1
Serial: 6140

Oct. 16, 1945
16 October 1945

FIRST ENDORSEMENT on:
CCT, PSF ltr. P16-1, WRK/dl
Serial CCT-2167 dated
16 October 1945

From: Officer in Charge
To: Officer in Charge, 77th Naval Construction Battalion
Subject: 77th U. S. Naval Construction Battalion—Inactivation of.

1. Forwarded for action and compliance.

HOWARD P. POTTER
By direction.

cc: ComConstTroops, PSF

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

We did
Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

We did

On green tropical islands mirrored against the blueness of the Pacific, from Guadalcanal to the Philippines, are the accomplishments and achievements of the Double Seven. There, too, shall our memories turn and linger, again and again, for intermingled with the toil and the sweat, the dampness and the dirt, the blood and the tears, the moments of anxiety, exhaustion, depression, and nostalgia is the invincible "Spirit of the 77th."

We had worked well; we had built and we had fought, and we had learned to live together in a brotherhood built on mutual respect and admiration. We had seen men die as they had fought and worked; we had seen brutality and we had seen courage. And never again would we hold freedom to be a commonplace thing. We had learned that freedom and dignity of the individual were treasures not be held lightly.

We had sweated out the mounting tons of earth that had had to be moved, the endless crates which had to be made, packed, and unpacked. We had learned that war was not glamorous or pleasant, but fantastically horrible beyond the imagination of simple men. We had been afraid, violently afraid, and yet we had pushed on.

We had learned that the individual must be subjugated to the will of the group, but that the group without alertness and ingenuity of the individual was an empty thing, unworthy of praise. We had seen a civilian army meet and defeat the armies of totalitarianism; we had learned that in the final analysis democracy as a form of government can and does meet the test.

Our combat records will be scanned and rescanned in the years to come. And we will be judged for the work completed, but we who built the bridges and poured the concrete and laid the pierced plank mattings will not remember the units of work finished. More than this, we will remeber the smell and sight of death, the curiously depressing heat of the South Pacific tropics, the painful boredom of days and nights with only the prospect of more dirt or more concrete, or more steel. We will remember these things, and we will try to see that others do not go to redo what we have already accomplished. We shall be ready should the need arise, but we shall do our fighting to see that there shall be no need.

This then is the record of the 77th U. S. Naval Construction Battalion. A colorful tour, a productive tour, a long tour; this is our volume. "WE DID!"

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN



HOME ADDRESSES

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Home Addresses

OFFICERS

BARNES, J. Y., Lieut., CEC, USNR, 1317 W. Second St., Clear Lake, Iowa.
BENDORF, Vernon Thomas, Ch Carp., CEC, USNR, 514 Hopkins St., Titusville, Fla.
BUNGER, Howard Phelps, Lt. (jg), CEC, USNR, 6524 W. 38th Ave., Wheat Ridge, Col.
CAMPBELL, Robert Franklin, Ens., CEC, USNR, 12103 Louise Ave., Compton, Calif.
CARSON, Joseph Ellsworth, Lt. (jg), CEC, USNR, Denver, Col.
CEPLIKAS, Thomas Adam, Lt. (jg), MC, USNR, 38 Milton St., North Andover, Mass.
CLARK, John Gordon, Lieut. Comdr., CEC, USNR, Rockville, Minn.
DANDO, George Albert, Lieut., CEC, USNR, 219 S. Michigan Ave., Wellston, Ohio.
DAVINICH, Michael, Lieut., CEC, USNR, 673 Marlborough, Detroit, Mich.
DRISCOLL, Dennis Joseph, Lt. (jg), SC, USNR, 15 Hollywood Rd., West Roxbury, Mass.
DUGGAN, Jerome Timothy, Lt. (jg), SC, USNR, 16 E. 67th St., Kansas City, Mo.
DUNCAN, Charles Eugene, Lieut. Comdr., CEC, USNR, 910 E. Jackson St., Martinsville, Ind.
DUNLAP, Homer E., Lieut., CEC, USNR, 3747 Dunnica Ave., St. Louis, Mo.
FLETCHER, D. F., Lt. (jg), SC, USNR, 2419 Melrose Ave., Roanoke, Va.
FLYNN, Michael J., Lieut., CEC, USNR, 512 Wintermantle Ave., Scranton, Pa.
FRAGA, George P., Lieut., CEC, USNR, 623 Whiting St., El Segundo, Calif.
FULLEN, Norman T., Carp., CEC, USNR, 2601 Avenue B, Scottsbluff, Neb.
GARLAND, James Emmett, Ch Carp., CEC, USNR, 8922 Argyle Ave., Overland, Mo.
GILLIS, Harlan W., Carp., CEC, USNR, 2807 Amherst St., Houston, Tex.
GOFF, Russell V., Lieut., ChC, USNR, Rt. 3, Box 607, Albuquerque, N. Mex.
GRANT, R. J., Lieut., CEC, USNR, 7728 Merrill Ave., Chicago, Ill.
GRISSOM, William Alfonzo, Lieut., ChC, USNR, Warrenton, N. C.
HAMMOND, Leon F., Lt. Comdr., CEC, USNR, 20 Schussler Rd., Worcester, Mass.
HENNING, William Fay, Lieut., DC, USNR, 401 S. Fourth St., Boonville, Ind.
HOFFMAN, S. E., Jr., Lieut., CEC, USNR, 3215 Nebraska Ave., St. Louis, Mo.
IDEMA, Jacob John, Lieut., CEC, USNR, 25 Masters Pl., Beacon, N. Y.
JOHNSON, R. A., Lieut., CEC, USNR, 1145-24th St., Ogden, Utah.
KIRKLAND, W. A., Ch Carp., CEC, USNR, 4619 Chester Ave., Philadelphia, Pa.
KORNS, M. J., Lieut., MC, USNR, 403 N. Center Ave., Somerset, Pa.
LINDEMUTH, Samuel C., Lieut. Comdr., DC, USNR, 624 Mercer St., Reading, Pa.
LESTER, Seymour David, Lt. (jg), CEC, USNR, 80 Clarkson Ave., Brooklyn, N. Y.
McLOUGHLIN, Robert N., Ch Carp., CEC, USNR, 305 S. Ohio Ave., Sidney, Ohio.
MANK, Sidney, Lieut., CEC, USN, 42 Barker Ave., White Plains, N. Y.
MEDD, Charles L., Lt. Comdr., MC, USNR, 146 Onderdonk Ave., Manhasset, N. Y.
MORETTI, John Joseph, Lt. Comdr., MC, USNR, Rt. 1, Box 608, Orange, Calif.
NELMS, Irwin Neely, Carp., CEC, USNR, 2302 Blodgett Ave., Houston, Tex.
NELSEN, J. H., Ensign, 2297 Riverside Drive, Los Angeles, Calif.
NIELSEN, R. A., Lieut., CEC, USNR, 1372 Grand Ave., St. Paul, Minn.
OHLAND, Robert J., Carp., CEC, USNR, 2102 Condon Way, Seattle, Wash.
OSTERHOLM, August W., Carp., CEC, USNR, 118 Fifth Ave., N., Texas City, Tex.
PAINTER, Jay Herbert, Ch Carp., CEC, USNR, 9 Second Ave., Gloversville, N. Y.
PEASE, Ralph O., Carp., CEC, USNR, 3799 E. Green St., Pasadena, Calif.
PHILIPS, Walter E., Ch Carp., CEC, USNR., 2809 13th Ave., S., Birmingham, Ala.
POMEROY, Philip S., Carp., CEC, USNR, 75 Grace Terrace, Pasadena, Calif.
ROGERS, W. A., Ch. Carp., CEC, USNR, 170-31 118th Ave., Jamaica, N. Y.
ROTHWELL, Weber D., Lieut. Comdr., CEC, USNR, 2426 G. St., Sacramento, Calif.
ROWAN, Charles A., Carp., CEC, USNR, 1910 Taylor Road, Cleveland, Ohio.
STEWART, W. C., Ch Carp., CEC, USNR, White Plains, Ga.
TEGET, K. P., Carp., CEC, USNR, Box 573, Laguna Beach, Calif.
TUCK, R. F., Lieut., DC, USNR, 3837 Jackson Blvd., Chicago, Ill.
VAN STAN, Robert W., Lt. Comdr., CEC, USNR, 5039 Angeles Crest Highway, Los Canada, Calif.
VAUGHAN, G. A., Lt. (jg) SC, USNR, 638 W. 10th St., Dallas, Tex.
WAHLSTROM, Joe L., Carp., CEC, USNR, 1748 Stanton Ave., Glendale, Calif.
WEBB, Felix S., Ensign, SC, USNR, Forsyth, Mont.
WENDE, C. T., Comdr., CEC, USNR, 727 Fairfield Ave., Indianapolis, Ind.
WHITE, Robert Uhl, Lt. (jg), CEC, USNR, 646 Beverly St., Bellflower, Calif.
WOBETT, J. J., Carp., CEC, USNR, 11 Whitby Terrace, Uphams Corner, Boston, Mass.

ENLISTED MEN

AARON, J. R., Anton, Tex.
ABATE, F. J., 80 Pierce St., Wosterly, R. I.
ADAMS, A. D., P 2854 Polk Ave., Camden, N. J.
ADAMS, A. W., Rt. 2, Andalusia, Ala.
ADAMS, W. V., 22 Cherry St., Richwood, W. Va.
ADKINS, M. R., Rt. 1, Box 3-A, Bartlessville, Okla.
ADLE, P. F., 15 Tyngsboro Rd., No. Chelmsford, Mass.
AINAIRE, D. W., 79 Church St., Dexter, Me.
ALBERT, L. E., 1524 Penn St., Harrisburg, Pa.
ALBRECHT, P. W., 6315 Orchard Ave., Bell, Calif.
ALLBRITTON, W. G., 1407 Church St., Beaumont, Tex
ALLEN, G. L., Jr., 4102 N. Mason St., Tacoma, Wash.
ALLEN, J. D., Box 124, Chappelles, S. C.
ALLEN, L. P., 1237 20th St., Huntsville, Tex.
ALLEN, L. A., 1701 St. Germain St., St. Cloud, Minn.
ALLEN, P. J.
ALLENBAUGH, M. L., Box 108, Prague, Okla.
ALLETAG, W. B., Rose Bud, Ark.
ALLNUTH, R. S., 6615 S. E. 19th Ave., Portland, Ore.
AMES, V. J. H., 132 Spring St., Auburn, Me.
ANDERSON, A. O., 3320 35th Ave., S., Minneapolis, Minn.
ANDERSON, A. C., Rt. 3, Anderson, Ind.
ANDERSON, A. S., Box 246, Madison, S. C.
ANDERSON, C. L., Rt. 2, Ashdown, Ark.
ANDERSON, E. J., 2862-A S. 18th St., St. Louis, Mo.
ANDERSON, G. M., 221 Fulton St., West Chicago, Ill.
ANDERSON, J. W., 1133 Grande Vista, Los Angeles, Calif.
ANDERSON, R., 4025 Kimball Gr., Chicago, Ill.
ANDERSON, R. L., Utica, Kan.
ANDERSON, T. E., 96 Anthony St., Austin, Tex.
ANDIS, J. C., Stamford Rd., Science Hill, Ky.
ANTHES, H. P., 235-E 53rd St., New York, N. Y.
ARMOUR, R. W., 310 E. Union, Prescott, Ariz.
ARNOLD, A. P., 141 N. 27th, Corvallis, Ore.
ARNOLD, K.
ARROWOOD, D. P., 2209 Montrose Ave., S.W., Atlanta, Ga.
ASHLEY, P. E., Box 201, Walled Lake, Mich.
ASHTON, G. A., 619 Almont Dr., West Hollywood, Calif.
ATENCIO, E. R., Rt. 5, Box 66, Riverside, Calif.
AUGUSTINE, J. A., 368 E. Penn St., Morristown, Pa.
AVANT, H. D., 404 Tayle, Goose Creek, Tex.
AVERY, C. E., 311 E. Aeronca, Apt. F, Midwest City, BR, Oklahoma City, Okla.
BABEK, J. F., Jr.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

BADER, E. A., Box 631, Boulder City, Nev.
BADGER, B. F., 3929 Botanical Ave., St. Louis, Mo.
BADGER, D. F., 620 Hunt St., N.E., Atlanta, Ga.
BAILEY, D. S., Jr., 15 Rosedale Ave., Haverhill, Mass.
BAILEY, E. E., 7523 Abilene St., Houston, Tex.
BAILEY, W. D., 315 Academy St., Dallas, Ore.
BAJCER, J. L., 500 W. 22nd St., Lorain, Ohio.
BAKER, C. P.
BAKER, H. M., 605 Cypress Ave., Los Angeles, Calif.
BAKER, R. H., 631 Turner St., Dallas, Tex.
BAKER, R. E., 3425 Chestnut Ave., Baltimore, Md.
BALCOM, F., 332 N. School St., Carthage, N. Y.
BALL, T. E., General Delivery, Thammel, Va.
BALLARD, H. N., 219 D St., N.E., Auburn, Wash.
BANKO, J. A., 1440 Warren Ave., Butte, Mont.
BANTA, C. P., Rt. 2, Brooksburg, Ind.
BARANOWSKI, L. E., 115 Stem St., Elliott, Pittsburgh, Pa
BARCIO, E. F., 1934-E St. Francis Ave., Milwaukee, Wis.
BARLOW, N., Princess Ave., Croydon, Pa.
BARLOW, R. N., P. O. 541, Nacogdoches, Tex.
BARNHART, R. L., 102 N. W. St., Liberty, Ind.
BARONE, C. A., 379 Park Ave., Wilkes-Barre, Pa.
BARRETO, M. G., Aetna St., Fall River, Mass.
BARRON, T., Jr., 5374 Navarro St., Los Angeles, Calif.
BARTIK, W. J., 1026 Ingram St., Los Angeles, Calif.
BARTLETT, F. W., Rt. 1, Brownville, Mo.
BARTLEY, J. E., 314 Varick St., Jersey City, N. J.
BARTLEY, P. F., 2844 S. W. Custer St., Portland, Ore.
BARTZ, M. L., DeWitt, Ark.
BASTIAN, G. E., 10429 Doty Ave., Inglewood, Calif.
BAUGHMAN, J. W., 113 Elm St., Altoona, Pa.
BAUMAN, C. J., 2523 Maple Ave., Altoona, Pa.
BAUMEL, W. D., 305 N. Benton St., Wapakoneta, Ohio.
BEACH, R. F., Rt. 2, Box 696, Renton, Wash.
BEAN, H. L., 1101 W. Palm St., Anaheim, Calif.
BEARDSLEE, J. C., 4531 Geraldine Ave., St. Louis, Mo.
BEATRIZ, F. L., 665 Shawmut Ave., New Bedford, Mass.
BEATTIE, J. J., 2409 S. Opal St., Philadelphia, Pa.
BEAULIEU, M. W., 27 Norfolk Ave., Pawtucket, R. I.
BECK, O. B., Oil City, La.
BECKHAM, W. H., Hawthorne, Fla.
BEIERLE, H. C., 820 E. Mason St., Milwaukee, Wis.
BELANGER, G. R., 1257 Fourth South Ave., Kankakee, Ill.
BELL, G. P., Center, Tex.
BELSKY, M., 2528 S. Fifth St., Philadelphia, Pa.
BEMAN, E., 65 S. Parkwood Blvd., Pasadena, Calif.
BENSON, V. L., 2831 N. Kedzie Ave., Chicago, Ill.
BERGQUIST, C. L., Lyndar, Kan.
BERKOWITZ, P., 822 E. Fourth St., Duluth, Minn.
BERNARDINI, A. A., San Rafael, Calif.
BERNET, W. R., 25 Haven St., Schuylkill Haven, Pa.
BERTRAND, S. V., Rt. 3, Box 7, Alexandria, La.
BIDWELL, J. F., 310 E. Main St., Tucumcari, N. M.
BIERK, R. T., 5228 Palm St., St. Louis, Mo.
BIGBEAR, S. E., Ponca City, Okla.
BILBY, G. F., 1020 N. Third St.
BILLS, R. W., 513 S. 10th, Kingsville, Tex.
BIRD, M. A. Yorklyn, Del.
BISORDI, R., 2442 Wallace Ave., Bronx, N. Y.
BLACK, R. M., Jr., P. O. Box 445, Aliceville, Ala.
BLACKARD, T. D., 15 Golden St., Long Beach, Calif.
BLACKBURN, W. E., Rt. 3, S. Miridian St.
BLAIS, Z. W., 165 Greenwood St., Gardner, Mass.
BLAKE, F. G.
BLAKE, G. L., 351 Acton Rd., Columbus, Ohio.
BLACKMAN, B. M., 13 Mulford Gardens, Yonkers, N. Y.
BLANCHARD, E. J., 249 Raleighway, Portsmouth, N. H.
BLANCHARD, L. E., 249 Raleighway, Portsmouth, N. H.
BLANCHETTE, P. H., 35 Mt. Washington St., Lowell, Mass.
BLEVINS, E. L., Rt. 1, Sapulpo, Okla.
BOEHM, G. A., Rt. 1, Box 124, Valparaiso, Ind.
BOFINGER, C. J., 4543 E. Thompson St., Philadelphia, Pa.
BOGGAILI, G. J., 2108 Pine St., Napa, Calif.
BOHANNON, R. F., Pleasureville, Ky.
BOISSONNAULT, J. M., 267 Pine St., Laconia, N. H.
BOLDUC, H. A., 7 LaSalle St., Waterville, Me.
BOLEY, R. L., West Blocton, Ala.
BONNER, V., 412 Rosehill Place, Elizabeth, N. J.
BOONE, J. C., Rt. 2, Headland, Ala.
BOOTH, A. W., 3110 W. 57th St., Los Angeles, Calif.
BORER, J. I., 220 Elizabeth St., Toledo, Ohio.
BOUCHARD, J. J., 17 S. Washington St., N. Attleboro, Mass.
BOWMAN, F. H., 201 E. Lockheed, Midwest City, Okla.
BOYLES, L. A., Apt. A-18, Berkeley Court, 504 City Line Ave., Philadelphia, Pa.
BOZARTH, J. O., Peoria, Okla.
BRABANT, E. P., 1187 S. Van Ness Ave., San Francisco, Calif.
BRABSON, R. R., Oxford Heights, Oxford, Pa.
BRADLEY, W. B., Sneads, Fla.
BRANNON, A. T., 9291 44th Ave., S.W., Seattle, Wash.
BRANSCUM, J. R., Keno, Ky.
BRANDSAL, T. L., Goble, Ore.
BRANSON, J. W., Rt. 1, Goldthwaite, Tex.
BRENNER, W. L., New Brighton, Minn.
BRETON, R. N., 31 Silver St., Rochester, N. H.
BRETTHOLZ, Melvin, 155 E. 168th St., Bronx, N. Y.
BREWER, C. D., Louisville, Ill.
BRIDGEFORD, F. D., 240 Douglas Bldg., Los Angeles, Calif.
BRIDGES, E. C., 1103 Madison St., Oregon City, Ore.
BRINGAS, M. V., 316 Prince St., East Liberty, Pittsburg, Pa.
BRINK, M. E., Boyds, Wash.
BRINSON, J. D., Beulaville, N. C.
BRODEUR, J. N., Jr., 1-A E. Fourth St., Attleboro, Mass.
BROWN, A. S., 13 Penna Ave., Cumberland, Md.
BROWN, C. R., Thief River Falls, Wis.
BROWN, L. A., Box 754, Rockford, Ill.
BROWNLOW, L. R., Box 692, Athens, Tex.
BRUNEAU, L. N., Rt. 3, Goodridge, Minn.
BRYANT, J., Rt. 1, Ivanhoe, Tex.
BUENO, J. A., 804 E. Emily Ave., Tampa, Fla.
BUERHAUS, W. R., 1211 N. Luzerne Ave., Baltimore, Md.
BUNNELL, R. I., RFD Straits Turnpike, Waterbury, Conn.
BURG, Richard O., 3438 Dupont St., Sioux City, Ia.
BURLEY, W. O., 2208 Milan St., New Orleans, La.
BURNS, R. E., Rt. 1, Box 26, Pulaski, Miss.
BURNSIDE, A. R., Jr., Rt. 1, Box 86, Zephyrhills, Fla.
BURNSIDE, P. F., 1112 Hunter St., Jackson, Miss.
BUSH, D. W., Rt. 3, Box 904, Kelso, Wash.
BUSHMAN, R. W., 11876 Bray St., Culver City, Calif.
BUSTER, M. E., Columbus, Ky.
BUTLER, F. I., 343 S. San Pedro St., Los Angeles, Calif.
BUTT, W. D., 2329 N. 57th St., Seattle, Wash.
BYRD, L. F., 142 Washington St., St. Augustine, Fla.
CABALLERO, O. P., Rt. 1, Box 103, Donaldsonville, La.
CADY, J. T., 2227 N. E. Ainsworth, Portland, Ore.
CALAGUIRE, F. F., 1096 Elizabeth Ave., Elizabeth, N. J.
CALVO, E. M., 3519 20th St., Apt. 184, Tampa, Fla.
CAMERON, M. B., 3882 Webster St., Oakland, Calif.
CAMP, B. I., Whitney, Tex.
CAMPBELL, W. F., Nottingham, Pa.
CANTIN, N. J., 531 Broadway, Pawtucket, R. I.
CANTRELL, J. L., 217 N. Fifth Ave., Denison, Tex.
CANTU, V., 2120 Salinas St., San Antonio, Tex.
CARDER, D. T., 9 Grape St., New Market, N. H.
CARNAHAN, R. J., 123 Sweetfield Circle, Yonkers, N. Y.
CARON, A. R., 110 Palm St., Nashua, N. H.
CARR, A. E., 1552 Concord St., Framingham, Mass.
CARR, H. W., 3114 N. Robinson Ave., Oklahoma City, Okla.
CARR, R. E., Pensauken Ave., Palmyra, N. J.
CARR, R. F., Box 573, Bishop, Calif.
CARR, W. F., 505 Harrison Gardens, Harrison, N. J.
CARROLL, J. F., 253 10th St., Habaklso, N. J.
CARROLL, J. H., 12 Menlo Place, Rochester, N. Y.
CARSTENSEN, F. T., 545 Jones St., San Francisco, Calif.
CARTER, G. J., Rt. 2, Box 243, Clyde, Ohio.
CARTER, L. L., Spartanburg, S. C.
CARTER, R. H., 4610 Lindsley, Dallas, Tex.
CARYL, F. L., 1016 Wallace Ave., Couer d'Alene, Idaho.
CARYL, N. R., Box 143, Elizabeth, W. Va.
CASEY, G. K., 1222 Pine Ave., Lynwood, Calif.
CASSADY, C. C., 1305 Cameron Ave., Tyrone, Pa.
CATALDO, A. G., 71 Winthrop St., Winthrop, Mass.
CATES, G. K., 415 E. Canadian, Vinita, Okla.
CATLETT, V. E., 702 E. Chiltan Ave., Philadelphia, Pa.
CATRAMBONE, S., 327 Moraine St., Brockton, Mass.
CAUDILL, J. A., Gen. Del., Johnson City, Tenn.
CAUSEY, L. J., 3482 Turlejoha St., Fort Worth, Tex.
CAVALLO, A. J., 68 Center Ave., Atlantic Highlands, N. J.
CAVANAUGH, W. F., 225 W. Baltimore Ave., Landsdowne, Pa.
CAWTHORNE, G. L., 3 Glendale St., Cos Cob, Conn.
CAZALET, J. W., 249 Grove St., Brooklyn, N. Y.
CECIL, O. R., 721 Mosby, Richmond, Va.
CERCHIO, J. M., 21 Hawthorne Ave., Jersey City, N. J.
CHALIFOUX, G. A., 295 Newton St., South Attleboro, Mass.
CHANDLER, R. N., 3812 N. W. Sixth St., Miami, Fla.
CHANEY, C. L., Rt. 2, Box 298, Alexandria, Va.
CHAPMAN, C. W., 109-32 135th St., Richmond Hill, N. Y.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

CHAPMAN, L. C., 109-32 135th St., S. Ozone Park, L. I., New-York, N. Y.
CHARLESWORTH, J. B., Zimmerman, Minn.
CHARRETTE, L. P., 5620 Avenue, S., Rt. 1, Box 150, Galveston, Tex.
CHASE, J. W., 127 Kenilworth Rd., Ridgewood, N. J.
CHASE, R. C., 912 Washington St., Peekskill, N. Y.
CHAYKA, G. J., 488 Hartford Ave., Aurora, Ill.
CHEESEMAN, W. W., 1109½ Sewell Ave., Asbury Park, N. J.
CHESNIC, J. R., 772 E. 157th St., Cleveland, Ohio.
CHIAPPONE, H. I., 1405 35th St., Brooklyn, N. Y.
CHILDERS, E. J., 601 Circle Drive, Springfield, Mo.
CHIN, G. S., 102 W. 44th St., New York, N. Y.
CHIRLIN, B., 202 Henry St., New York, N. Y.
CHITTESTER, P. N., Third Street, Falls Creek, Pa.
CHRISTIANSEN, W. E., 1 Sullivan St., Brooklyn, N. Y.
CIESIELSKI, W. J., 1209 Cedar Ave., Scranton, Pa.
CLARK, A. J., Canterville, Ia.
CLARK, A. H., 2416 Capital Ave., Omaha, Neb.
CLARK, J. J., 91 Union Ave., Nutley, N. J.
CLARK, N. A., 3334 Van Dyke St., San Diego, Calif.
CLARK, W. A., 520 A Bridge St., North Weymouth, Mass.
CLARK, W. R., (Deceased), 826 Howard St., Clearwater, Fla.
CLARKE, F. D., Seligman, Ariz.
CLARKE, H. H., 23 Snow St., Southbridge, Mass.
CLARKE, J. C., 504 Clincrifield Ave., Kingsport, Tenn.
CLARY, R. H., 915 Gist Ave., Silver Spring, Md.
CLEERE, J. W., Paris, Tex.
CLEMENT, H. L., 20 Upton St., Boston, Mass.
CLIFTON, R. M., Marietta, Okla.
CLIFTON, W. B., Jr., Rt. 1, Fuquay Springs, N. C.
CLINE, C. B., South Coffeyville, Okla.
CLOSE, W. R., 415 E. Prairie St., Centerville, Ia.
CLOVER, R. I., Rt. 1, Auburn, Neb.
COCRON, R. E., 4739 N. 13th St., Philadelphia, Pa.
CODOMO, L., 71 Harrison St., Belleville, N. J.
COE, H. W., 4929 Woodland Ave., Kansas City, Mo.
COFFEY, D. L., 442 Woodberry Ave., Columbus, Ohio.
COGGINS, L. O., 219 N. Riverside, Medford, Ore.
COHEN, D. H., 607 Willhains Ave., Brooklyn, N. Y.
COHEN, H., 607 Williams Ave., Brooklyn, N. Y.
COHEN, M., 242 Woodbine St., Harrisburg, Pa.
COKER, C. F., Muse, Okla.
COLE, D. C., Onaway, Mich.
COLE, H. G., (Deceased), 285 Brown St., Wilkes-Barre, Pa.
COLE, J. R., Jr., 1512 11th Ave., Birmingham, Ala.
COLES, W. W. Lakeport, Calif.
COLICHIO, R. J., 201 McKinley Ave., Brooklyn, N. Y.
COLLINS, D. J., Walnut Lane, West Newton, Pa.
COLLINS, E., 5210 Vanderbilt, Dallas, Tex.
COLLINS, I. H., 2413 Elliott Ave., Louisville, Ky.
COLLINS, W. E., 2032 Coleridge Dr., Jennings, Mo.
COLLUM, C. W., Rt. 5, Box 626-A, Atlanta, Ga.
CONDRY, P. J.
CONLEY, P. W., 822 S. E. Colorado St., Portales, N. Mex.
CONLISK, J. J., 715 Bluff St., Cedar Falls, Ia.
CONLY, C. C., Rt. 1, Henderson, Tex.
CONNER, L. M., Sun Ray, Tex.
CONNELLY, G. G., 1353 Nicholson St., N.W., Washington, D. C.
CONNORS, A. T., 12 Winthrop Pk., Quincy, Mass.
CONVERSE, E. C., 713 Miller Ave., K, Columbus, Ohio.
COOK, K. W., 925 Gilmore Ave., N.W., Canton, O.
COOK, S. J., 41 College St., Port Henry, N. Y.
COOKSEY, S. O., 514 W. Peace St., Raleigh, N. C.
COONEY, P. P., 427 St. Ann's Ave., Bronx, N. Y.
COPECE, S. S., 494 Swans St., Buffalo, N. Y.
COPELAND, L. P., 206 Beach St., Helena, Ark.
COPELAND, O. L., 722 N. Gulf St., Holdenville, Okla.
COPENHAVER, M., Rt. 3, Motsville, W. Va.
CORNELL, G. D., 88 Lredricks Ave., Long Island, N. Y.
CORTEZ, R. A., 433 Carbon St., Weatherly, Pa.
COSTA, J., 228 W. 24th St., New York, N. Y.
.COSTANTINI, J. B., 327 Central Ave., Silver Creek, N. Y.
COTHAM, C. J.
COTY, M. A., Jr. 222 Broadway, Helena, Mont.
COWDEN, J. F., Rt. 1, Box 159, Norton, Va.
COWLES, J. B., Jr., 404 Naubu Ave., Glostonburg, Conn.
COX, R. L., 5688 Hollenbeck Rd., Columbiaville, Mich.
COYLE, E. E., 131 Duncan St., San Francisco, Calif.
COYNE, W. E., Phoenixville, Pa.
CRAIG, O. E., 1101 N. Sixth St., Terra Haute, Ind.
CRAIG, R. K., 311 N. Elberon Ave., Atlantic City, N. J.
CRANMER, V. N., 2116 S. Wichita St., Wichita, Kan.
CRAVY, J. A., San Saba, Tex.
CRAWFORD, C. R., 224 S. Sixth St., Albuquerque, N. Mex.
CREASEY, G. V., Pinnacle, Ark.
CREVLING, R. W., 1224 Shepherd Ave., Columbus, Ga.
CRICK, F., 1207 W. Warner, Guthrie, Okla.
CRISAN, N., Jr., 3529 Penna Ave., East Chicago, Ill.
CRIST, E. W., 1238 N. King Ave., Indianapolis, Ind.
CRITCHFIELD, R. M., 903 Dickson Ave., Ben Aven, Pittsburgh, Pa.
CRITES, W. A., 1503½ Washington St., W., Charleston, W. Va.
CROCKETT, B. H., Box 833, Punta Gorda, Fla.
CROCKETT, S., 135 Over St., North Plainfield, N. J.
CROUCH, L. E., 845 W. Leafland Ave., Decatur, Ill.
CROWDER, M. D., 114 N. Comanche, Bartlesville, Okla.
CROWELL, J. K., Barry, Ill.
CRUSINBERRY, T. M., 421 W. 29th St., Kearney, Neb.
CRUTCHFIELD, T. G., Box 488, Winnsboro, La.
CUFF, J. C., 3821 Aurora Ave., Seattle, Wash.
CUMMINGS, D. J., 195 30th St., Paris, Tex.
CURRIER, C. E., Box 107, Eray, Me.
CURRY, W. R., Rt. 5, Staunton, Va.
CUSHMAN, H. H., 2921 S. E. 26th Ave., Portland, Ore.
CUSTER, H. L., 2221 Chaplaine St., Wheeling, W. Va.
CUTTAIA, R., 130 Carteret Ave., Jersey City, N. J.
CUVELIER, I. E., Dumont, Ia.
CYKTICH, M., 119 Gordon St., Stafford, Brisbane, Australia.
CZERWIEC, J. J., 1364 W. Woodruff, Toledo, Ohio.
DAMNER, J. F., N. E. Corner Cinnaminson and Mitchell, Roxborough, Philadelphia, Pa.
DAMON, O. E., Jr., 2710 N. E. 57th Ave., Portland, Ore.
DANIELS, E. M., 1508 Hood, Wichita, Kan.
DARNELL, R. A., 1744 Buakeur St., Shreveport, La.
DARR, J. E., 414 17th St., Beaver Falls, Pa.
DART, J. Z., 18 Old Dorwart St., Lancaster, Pa.
DASHNER, J. F., 25 Fern St., Clermont, N. H.
DAUPHINEE, C. J., 50 Winslow St., Boston, Mass.
DAVID, R. C., 1923 Estes Ave., Chilago, Ill.
DAVIDSON, J. M., Jr.
DAVIS, H. B., 2622 S. 12th St., Philadelphia, Pa.
DAVIS, H. C., 349 Ocean Parkway, Brooklyn, N. Y.
DAVIS, J. W., 5111 Burt St., Omaha, Neb.
DAVIS, R. A., 127 White Horse Pike, Berlin, N. J.
DAWSON, W. C., Rt. 4, Honey Grove, Tex.
DAY, H. E., 231 W. Fifth St., Ada, Okla.
DEAN, J. B., 1010 Jones St., Clearwater, Fla.
DEAVER, E. K., 520 Tatnell Ave., Glenoldon, Pa
DEESE, M., Webb, Ala.
DELLAMONICA, C., 41 Blaine St., Santa Cruz, Calif.
DEMARCO, L. F., 1 Thorndyke St., Lawrence, Mass.
DEMATTE, E. D., 309 Maple Ave., Vineland, N. J.
DEMELLO, R. P., Box 116, Marivista Ave., Falmouth, Mass.
DEMERS, W. F., 26 Brook St., Sanford, Me.
DEMEULE, M. J. Landen Rd., Saco, Me.
DEPAOLI, J. A., 251 Seaman Ave., New York, N. Y.
DERSTLER, C. R., Richmond, Mo.
DEPP, W. L. Hamilton, Pa.
DESTEFANO, A. J., 73 Montgomery St., Middletown, N. Y.
DEVIRGILO, A., 21-07 25th Rd., Astoria, L. I. C., N. Y.
DEWEY, E. J., 3824 S. E. 16th Ave., Portland, Ore.
DICKERSON, J. R., E. Bunch, Corinth, Miss.
DIGIACOMO, R. J., 942 New Market St., Philadelphia, Pa.
DIGIROLAMO, F., 1102 Watkins St., Philadelphia, Pa.
DILL, C. W., 3910 Oakwood Ave., Los Angeles, Calif.
DILL, J. B., 1 Waldo St., Newark, Ohio.
DILLMORE, C. W., 110 Fitzgerald St., Philadelphia, Pa.
DIPERI, C., 23 Loudoun St., Yonkers, N. Y.
DIXON, C. L., 501 Sterling Court, Nashville, Tenn.
DODD, R. B., Broken Arrow, Okla.
DODGE, N. E., 1105 Lowry, Mod. Arts Bldg., St. Paul, Minn.
DONATO, N., Jr., 64 Horace Ave., Abington, Pa .
DONOFRIO, J. A., 401 Lyndal St., New Castle, Pa.
DONNELLY, C. N., Sedro Woolley, Wash.
DONNELLY, E. B., 721 22nd St., Moline, Ill.
DORAN, J. A., 61 Wyman St., Brockton, Mass.
DORAS, J. F., 408 Lackawanna St., Foust City, Pa.
D'ORAZIO, V. J., 2943 Rutledge St., Philadelphia, Pa.
DOUCETTE, J. R., 170 Cabot St., Roxbury, Boston, Mass.
DOUGE, A. J., 19 Walnut St., Clifton Heights, Pa.
DOVAK, P. L., 567 N. 20th St., Philadelphia, Pa.
DRAKE, W. A., 310½ Branch St., Los Angeles, Calif.
DOWNS, K., (Deceased), 430 Prince St., Bordentown, N. J.
DRISKELL, M. W., Box 566, Frostproof, Fla.
DRURY, W. J., 198 Church St., West Haven, Conn.
DUDZIAK, E., 551 Howe St., Manchester, N. H.
DUHAIME, C. J., 214 Sagamore St., Manchester, N. H.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

DUNKEL, A. C., 228 Pearl St., Denver, Col.
DUNN, D. F., 2121 S. 17th St., Milwaukee, Wis.
DYCUS, J. T.
EARL, W. C., 41 Rose Lawn Ave., Fairport, N. Y.
EDWARDS, H. A., Sr., Rt. 3, Memphis, Tenn.
EDWARDS, R. W., 927 Langstreet, Phenix City, Ala.
EDWARDS, G. R., Rt. 2, Binger, Okla.
EIDE, L. N., Wildrose, N. D.
EISNER, J.
ELDI, J., 1180 E. 178th St., Bronx, N. Y.
ELDREDGE, W. J. Rt. 5, Box 7858, Sacramento, Calif.
ELLERY, D. L., 3242 Cook St., Denver, Col.
ELMORE, R. J., Box 1, Rt. 1, Princeton, W. Va.
ELSEY, J., 1908 N. Killingsworth, Portland, Ore.
ENGEL, S., 602 N. Holman Ave., Chicago, Ill.
ENGLEHART, E. E., 31 W. Ridge Rd., Gary, Ind.
ENGLEHART, J. E., Jr., 513 Waller St., San Francisco, Calif.
ERCK, A. W.
ERDELYI, A. A., Main St., Box 14, New Haven, Mich.
ERTL, T. E., Rt. 14, Robbinsdale Station, Minneapolis, Minn.
ERWIN, L. K., 2015 E. Virginia St., Evansville, Ind.
ESCOBEDO, F., Jr., 825 Isabelle Rd., Ft. Worth, Tex.
ESPOSITO, N., 1525 Benson Ave., Brooklyn, N. Y.
ESPOSITO, R. J., 1714 S. 11th St., Philadelphia, Pa.
ESTRADA, A., 6116 Eads St., New Orleans, La.
ETCHISON, T. R., 115 S. Black St., Alexandria, Ind.
ETTINGER, W. J., 150 Lafayette Ave., Collingdale, Del. Co., Pa.
EUSTACE, J. J., 174 Randolph St., Passaic, N. J.
EVANS, T., 535 N. 16th St., Milwaukee, Wis.
EVELAND, H. A., 505 Royal St., W. Kelso, Wash.
EYE, L. F., 3164 S. E. Salmon, Portland, Ore.
FABER, T. W., 2203 44th St., Camden, N. J.
FACKLEMAN, M. R., Ft. Pierre, S. D.
FACKLER, W. M., 141 Madison St., Elyria, Ohio.
FAGOT, M., 320 E. 52nd St., Long Beach, Calif.
FAMBROUGH, M. J., Madison, Ga.
FARLEY, T. M., 446 E. 79th St., New York, N. Y.
FARRELL, J. G., 726 13th St., Union City, N. J.
FARRELL, J. S., 406 Second Ave., New York, N. Y.
FASULO, G. J., 29-22 163rd St., Flushing, L. I., N. Y.
FAY, L. E., 6317 Blackstone Ave., Chicago, Ill.
FEATHERS, F. C., 1216 W. 101st, Los Angeles, Calif.
FEINGOLD, G., 41-08 43rd St., Long Island City, N. Y.
FENNESSEY, J. P., 31 Van Buren St., Brooklyn, N. Y.
FERDA, J. J., 809 Third Ave., S.W., Great Falls, Mont.
FEROLI, M. J., 20 Snow St., Brockton, Mass.
FERRANTE, A., 3625 Pennington Rd., Shaker Heights, Cleveland, Ohio.
FEVOLA, J. W., 842 E. 128th St., New York, N. Y.
FIFE, R. F., 329 W. Maple St., Lisbon, Ohio.
FIGUEROY, 132 Lincoln Ave., Waldwick, N. J.
FINCH, A. W., 152 Warren Ave., Milton, Mass.
FINDLEY, W. D., 133rd E. Farthum, Royal Oak, Mich.
FISH, J. B., 326 W. D St., Newton, N. C.
FITZSIMMONS, K. W., 645 Manhattan Ave., Brooklyn, N. Y.
FITZSIMMONS, O. F., Gen. Del., Wilson, Okla.
FIUMEFREDDO, C. A., 2365 Lorillard Place, Bronx, N. Y.
FLATLEY, J., 630 S. Cochran St., Los Angeles, Calif.
FLEMING, J. A., 24-38 46th St., Long Island, City, N. Y.
FLICK, A. F., Jr., 3139 Summit St., Toledo, Ohio.
FLOOD, R. H., 217 Plymouth St., East Bridgewater, Mass.
FLORIO, T. J., Grant Ave., Box 365, Long Island, N. Y.
FOGARTY, W. R., 2032 Park Place, Dayton, Ohio.
FORD, R. A., 1400 17th St., Port Arthur, Tex.
FORGIONE, D. E., 25 Baylis Ave., Elmont, L. I., N. Y.
FORGUSON, G. M., Gen. Del. 5, Oakland, Calif.
FORRER, H., 4032 N. Kostner Ave., Chicago, Ill.
FORTIER, J. J., 1111 Fremont St., Marshalltown, Ia.
FORTUNE, H. T., 243 Blue Ridge St., Lynchburg, Va.
FORWERK, R. B., 2003 Garden St., Pensacola, Fla.
FOSTER, J., Rt. 2, Valpariso, Ind.
FOSTER, M. P., Claremore, Okla.
FOSTER, W. L., 6 N. E. Eighth St., Washington, Ind.
FOX, P. J., 1105 A W. Vtiet St., Milwaukee, Wis.
FOX, R. E., 8530 Euclid Ave., Chicago, Ill.
FRANGOS, D., 6212 Linwood Ave., Cleveland, O.
FRANK, G. R., 1807 E. Michigan St., Indianapolis, Ind.
FRANKO, A. E., 20 Kentucky Ave., Parkland, Md.
FRAUMENI, J. G., 753 Walnut St., San Carlos, Calif.
FREDERICK, C. C., 1217 Washington St., Petersburg, Pa.
FRIEDLANDER, W. G., Nespelem, Wash.
FRYER, D. H., Rt. 1, Ferndale, Wash.
FUCHS, R., 1606 S. 50th Ave., Cicero, Ill.
FUGAS, J. S., 1030 Court St., New Castle, Pa.
GAITO, A. J., 239 Newport St., Brooklyn, N. Y.
GALGOCY, C. A., 1240 Poplar St., Kulpmont, Pa.
GALLOWAY, W. W., 1202 W. First St., Tyler, Tex.
GARVEY, J. P., 110 Lacy Pl., Syracuse, N. Y.
GARZA, F., Jr., 306 S. 16th St., McAllen, Tex.
GAYDOS, J., 60 Dewey Ave., Rt. 5, Trenton, N. J.
GEHRMAN, R. A., Box 728, Elma, Wash.
GENTLE, H. P., 3506 N. Main St., Royal Oak, Mich.
GENTRY, T. M., 518 E. Eighth St., Little Rock, Ark.
GEORGE, O. L., Box 295, Lone Wolf, Okla.
GHOLSON, C., Rt. 1, Terrebonne, Ore.
GIANATASIO, A. C., 435 W. 33rd St., New York, N. Y.
GILBERT, F. J., 1630 Seventh Ave., Oakland, Calif.
GILG, R. E., 905 Morrison St., NS, Pittsburgh, Pa.
GILL, Howard L., 1211 Crescent St., Klamath Falls, Ore.
GILLIES, S. D., 3354 N. 22nd, Philadelphia, Pa.
GILLIS, R. S., 910 Garland Ave., Takoma Park, Md.
GILMARTIN, J. P., 484 Mercer St., Jersey City, N. J.
GILMORE, G. H., 46 Boyland Rd., Hoxsie, R. I.
GIRA, C. R., 6028 3rd Ave., Kenosha, Wis.
GIRARD, P. R., 7 Grant St., Biddleford, Me.
GIROUARD, R. G., 33 Ash St., Gardner, Mass.
GIYER, R. T., Vinita, Okla.
GLEESON, M. T., Jr., 6618 S. Wolcott Ave., Chicago, Ill.
GLIWA, S. D., 32 Benton St., Dunkirk, N. Y.
GLORIA, M., 810 12th St., Corpus Christi, Tex.
GOBELI, L. D., 142 E. Milner St., Alliance, Ohio.
GODDARD, I. M., 3104 Herurora Ave., Hermosa Beach, Calif.
GODER, A. J., 26 Chapel St., Central Falls, R. I.
GOERG, R. W., 100 S. Second St., Medford, Wis.
GOFF, L. L., 308 E. Park, Pittsburg, Kan.
GOGGIN, J. E., 54 Chamberlin Ave., Brunswick, Me.
GOHAM, T. F., 91 Mill St., Pittston, Pa.
GOLDENBAUM, H. R., 416 Bert Ave., Trenton, N. J.
GOSSAGE, C. K., 401 E. Morton St., Porterville, Calif.
GOULD, A., Rt. 1, Wilburton, Okla.
GOWER, L. J., Rt. 1, Salladasburg, Pa.
GRAHAM, J. R., 3316 Freeman Ave., Kansas City, Kan.
GRANDI, H. H., Carlsbad, N. M.
GRAY, A.
GREEN, I. L., 201 Holcomb Ave., Larkspur, Calif.
GREEN, L., 9217 Ave. R, Houston, Tex.
GREENBURG, W., RFD, Kingston, N. Y.
GREENWOOD, E. M., Navasota, Tex.
GRIFFIN, C. R., 2724 W. Sixth St., Fort Worth, Tex.
GRIFFIN, H. W., 537 Granberry St., Houston, Tex.
GRIGAT, R. W., 54 Bloomfield Ave., River Edge, N. J.
GRIGSBY, G. W., Brad, Tex.
GROCHOWSKI, R. J., 1218 E. Burleigh St., Milwaukee, Wis.
GROESSER, A. H., 612 Maple St., Traverse City, Mich.
GROGAN, C. W., 124 S. Ross, Vinita, Okla.
GRUSHOW, E. W., 2623 Veteran Ave., West Los Angeles, Calif.
GUALTIERI, L. J., 111-07 41st Ave., Corona, L. I., N. Y.
GUGINO, R. J., 343 Norrual Ave., Buffalo, N. Y.
GUGLIELMO, V. A., 600 S. Ntarks Ave., Ahlyn, N. Y.
GUILLOT, L. J., 2906 Overton St., Alexandria, La.
HACK, H. E., 1344 Beacon St., Cincinnati, Ohio.
HADDOCK, C. H., Jr., Rt. 2, Nauvoo, Ill.
HADDOCK, J. P., 2031-A Allen Ave., St. Louis, Mo.
HAGSTROM, W. W., Jr., 914 N. Cicero Ave., Chicago, Ill.
HAHN, R. K., 1114 Herrick Ave., Racine, Wis.
HAINES, W. B., 327 S. Haines, Hominy, Okla.
HALKO, S. L., 1811 Brevier Ave., Cleveland, Ohio.
HALL, L. D., Rt. 1, Maud, Okla.
HALLETT, B. D., North Highway 81, Duncan, Okla.
HAMLIN, J. D., Rt. 1, Box 100, Mayo, Fla.
HAND, D. W., Jr., 75 Middle Ave., Millville, N. J.
HANSON, H. C., Box 112, Hollery, Minn.
HARBISON, W. V., Rt. 1, Cape Girardeau, Mo.
HARDIN, L. G., Thornton, Wash.
HARDY, O., Cleveland, Okla.
HARGROVE, S. F., 1920 Sylvia St., Salina, Calif.
HARPER, H. G., 730 S. W. St. Clair St., Portland, Ore.
HARRINGTON, J. B., 915 N. E. 75th Ave., Portland, Ore.
HARRINGTON, R. H., 1470 Columbia Blvd., St. Helens, Ore.
HARRIS, A. T., 1284 Bird St., Oroville, Calif.
HARRIS, H. O., Bertram, Tex.
HARRIS, I. C., 1705 K St., Brunswick, Ga.
HARRISON, M. J., 824 Ave. K, Galveston, Tex.
HARROD, G., Box 1143, Monahan, Tex.
HART, J. E., 230 Bailey Ave., Mountain View, Calif.
HATCHER, J. F., Jr., Quanah, Tex.
HAVIRD, J. K., 815 N. Marion St., Lake City, Fla.
HAWKINS, E. J., Rt. 7, Martvale, Va.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

HAWKINS, J. H.
HAYES, G., Jr., 824 E. Sixth Ave., Hutchinson, Kan.
HAYES, J. W., Jr., 12835 Willowbrook Ave., Willowbrook, Calif.
HAYES, M. E., 118 S. Katherine Dr., Ventura, Calif.
HAZELWOOD, E., 901 Pennsylvania Ave., E., St. Louis, Ill.
HEATH, H. R., Rt. 1, Brownsburg, Ind.
HEDDERIG, D. A., 11 Forgst Ave., Natick, Mass.
HEDGECOCK, M. V., 504 S. Storey St., Dallas, Tex.
HELLSTROM, E. W., 226-07 95th Ave., Bellmore, L. I., N. Y.
HELMKE, H. H., 403 E. Wash St., Napoleon, Ohio
HENDERSON, R. D., 143 S. Allessandro Ave., Temple City, Calif.
HENDRY, R., 2931 Hayes St., N.E., Minneapolis, Minn.
HENLEY, P. M., Rt. 3, Hillsboro, Tenn.
HENNIGAN, G. P., Merryville, La.
HENRY, F. L., 331 W. Linden Ave., Logansport, Ind.
HENRY, G. R., Jr., 107 Oak St., Ridgewood, N. J.
HENSELL, R. D., 434 W. Main St., Grafton, W. Va
HEON, W. E., 113 Brookside Ave. W., Warwick, R. I.
HERBST, J. E., 318 Morrissee Ave., Haledon, Paterson, N. J.
HERMAN, G. B., 823 175th St., Hammond, Ind.
HERNJAK, G. J., Jr., 540 S. Second St., Steelton, Pa.
HERNON, J. J., 7738 Wood St., Chicago, Ill.
HERRING, R. H., 1105 28th St., Phenix City, Ala.
HIATT, G. R., 624 Pleasant St., Noblesville, Ind.
HICKEY, W. A., Box 665, Yoakum, Tex.
HICKS, M. A., Palm Springs, Calif.
HIGDAY, R. M., Kellerton, Ia.
HIGGINBOTHAM, H. C., Alba, Tex.
HILL, J. R., 613 N. Polk St., Amarillo, Tex.
HILLS, H. L., 134 15th St., Renova, Pa.
HILTS, K. F., Mauston, Wis.
HIRSCH, W., 6142 Gloucester St., Los Angeles, Calif.
HODGES, D. B., Rt. 2, Springville, Ala.
HOLM, C. W., 21 Montmorenic Rd., Ridgeway, Pa.
HOPKINS, R. B., Neshamny R., Box 547, Croydon, Pa.
HOUCK, R. L., 1617 N. Raymond Ave., Pasadena, Calif.
HOULISTON, F. G., 875 Aldine St., St. Paul, Minn.
HORTON, H. W., Tishmingo, Okla.
HOWARD, D. E., La Belle, Fla.
HOWE, J. R., 99 Lakehurst Ave., E. Weymouth, Mass.
HRITZ, S., 217 Second St., Fairport Harbor, Ohio.
HUFSTETLER, J. C., Jr., Lacoochee, Fla.
HUGHES, E., Holton, La.
HUNTER, J. M., Reamsville, Kan.
HURLEY, J. N., 535 S. Genois St., New Orleans, La.
HURT, F. X., 13 N. Bridge St., Chippewa Falls, Wis.
HUSEMAN, W. H., 45 S. Park Ave., Crown Point, Ind.
INGERSOLL, J. W., Rt 4., Atoka, Okla.
INGRAHAM, E. H., Box 291, Pablo, Mont.
JAMES, E. V., Mariposa, Calif.
JANDA, J. V., 3153 Agate St., Philadelphia, Pa.
JANOSKI, A. W., 603 Fourth Ave., Moline, Ill.
JARRELL, H. G., Petersburg, Ky.
JAU, R. L., 1019 White Horse Pike, Absecon, N. J.
JAVOR, G., 56-E Henry, River Rouge, Mich.
JENKINS, G. W., Rt. 6, Box 573-C, Dallas, Tex.
JENKINS, J. P., Blue Ridge Ave., Washington, Va.
JENKLYNS, T. R., 545 Melrose Ave., San Francisco, Calif.
JENNESS, P. B., 2 Reel St., Springvale, Me.
JERSHIN, F. J., Jr., 2302 S. 19th St., Omaha, Neb.
JETTE, A. L., 57 Falmouth St., Attleboro, Mass.
JOHNSON, C. A., Clinton, Wis.
JOHNSON, E. G., 3890 Laguna Rd., Palo Alto, Calif.
JOHNSON, G. P., 137 Wall St., Tracy, Calif.
JOHNSON, O. R., 2503 Hidalgo St., Austin, Tex.
JOHNSON, R. O., Rt. 2, Dry Branch, Ga.
JOHNSON, R. C., P. O. Box 145, Alamogordo, N. Mex.
JOHNSON, W. R., Highland Station, Rt. 7, Minneapolis, Minn.
JOHNSTON, A. L., 1815 S. Rosemead Blvd., Rosemead, Calif.
JONES, J. A., 1207 Morningside Dr., Maryville, Tenn.
JONES, J. R., Box 116, Meadow, Tex.
JONES, J. H., Rt. 4, Box 31-A, Medford, Ore.
JONES, W. N., 135 Ave. G, P. O. Box 1046, Conroe, Tex.
JOPLIN, H., Jr., 417 Mantinigul St., Dallas, Tex.
JOSEPH, W. B., 10490 Pierpont Ave., Cleveland, Ohio.
JOYCE, H., (Deceased), 2039 S. 60th St., Philadelphia, Pa.
KADAU, J., Rt. 1, Aumsville, Ore.
KAMINSKI, G. P., 1346 N. Ashland Ave., Chicago, Ill.
KANE, C. R., 233 13th St., N.W., Cedar Rapids, Iowa.
KAUFFMAN, A. R., Peninsula, Ohio.
KAUFMAN, E. L., 316 W. Mission St., Ventura, Calif.
KEATING, W. V., Jr., 7043 S. Michigan Ave., Chicago, Ill.
KELL, G. W., 1110 8th St., S., Wisconsin Rapids, Wis.
KELLER, C. B., 15030 Saratoga, Detroit, Mich.
KELLEY, T. L., 401 Sampson St., Houston, Tex.
KELLY, W., 1207 W. Atlantic St., Philadelphia, Pa.
KERSHLEY, G. W., Palm Harbor, Fla.
KESTERSON, J. E., Umpire, Ark.
KINCAID, J. H., Jr., Calais, Ala.
KINDT, J. A., Rt. 2, Box 121, Bryan, Tex.
KING, C. F., 4718 Floyd St., Houston, Tex.
KIROFF, R. R., Montevideo, Minn.
KITSON, E. R., 731 72nd St., S., Birmingham, Ala.
KLEIN, R. O., 6660 Vineland Ave., North Hollywood, Calif.
KLEIN, W. J., 3647 McDonald Ave., St. Louis, Mo.
KLING, G. E., Box 387, Lewistown, Pa.
KLING, J., 4801 Alcott St., Philadelphia, Pa.
KNOP, P. L., 1438 E. 10th St., Indianapolis, Ind.
KOCHAN, J. T., 1019 Kirst Ct., Scranton, Pa.
KOEN, S., 511 W. Ruscomb St., Philadelphia, Pa.
KOEPF, R. A., Box 256, Cameron, Tex.
KOERNER, W. W., 3503 Oak St., Wakefield, Mass.
KOHL, W. R., Oakdale, Neb.
KOLB, R. E., 622-A N. Eighth St., East St. Louis, Ill.
KOSINSKI, E., 1525 Tecumseh St., Toledo, O.
KOSINSKI, J. S., Hi Way Inn, Burlington, N. J.
KRESS, J. R., 1031 Main St., Ft. Morgan, Col.
KRISTMAN, M. A., 1318 N. Cleveland Ave., Chicago, Ill.
KRUEGER, N. A., 801 Live Oak, Menlo Park, Calif.
KRUTSCHNITT, P. L., 14126 Parkdale, Cleveland, Ohio.
KUHN, W. A., Abrams, Wis.
KURILLA, W., 913 E. Lackawanna St., Olyphant, Pa.
LADD, F. L., 981 54th St., Oakland, Calif.
LAMB, A. L., 615 Wayzota Blvd., Wayzota, Minn.
LAMBERT, J. P., Broken Bow, Okla.
LANDBERG, J. W., Jr., Swedesboro, Salem Pike Thorofare, N. J.
LANE, E. J., 265 Alfred St., Biddeford, Me.
LANGSTON, K. E., 324 C St., S.E., Miami, Okla.
LATHAM, L. L., Houlka, Miss.
LAURICELLA, F. J., 608 Opelousas Ave., Algiers, La.
LAWRENCE, H. A., 655 Bonestal St., Rochester, N. Y.
LEACH, G. C., 124 N. Cabrillo Ave., San Pedro, Calif.
LEE, L. T., Oxley, Ark.
LEE, N. L., 302 S. Vine, Cleveland, Okla.
LEE, P. C., Chicota, Tex.
LEE, R. E., Pageland, S. C.
LEE, W. H., 108 N. Seventh St., Millville, N. J.
LEGGETT, J. L., Sparks, Ga.
LEHMAN, D. O., 230 N. 30th St., Milwaukee, Wis.
LEMON, H. L., 3442 Ninth Ave., Los Angeles, Calif.
LENTZ, F. H., 1559 Eslava St., Mobile, Ala.
LENTZ, G. T., Box 63, Ardara, Pa.
LEPPANEN, W. V., 1037 Francis Ave., Warren, Ohio.
LEWANDOWSKI, W. C., 113 North St., Grand Prairie, Tex.
LEWIS, C. L., 412 E. 106th St., Los Angeles, Calif.
LEWIS, H. W., Rt. 2, Hemstead, Tex.
LEWIS, I. E., Rt. 1, Box 286-R, Spring Valley, Calif.
LEWIS, P. L., Rt. 2, San Benito, Tex.
LEWIS, R. L., Rt. 5, Hamilton, Ohio.
LIEN, O. E., 116 Washington St., N.E., Minneapolis, Minn.
LINDAHL, W. L., Papoxte, Minn.
LINGO, W. H., 2099 W. 103rd St., Cleveland, Ohio.
LINVILLE, W. T., Elk City, Okla.
LITLE, P. F., 717 Taylor St., Dayton, Ohio.
LOCKHART, T. F., 75 Alida St., Ashland, Ore.
LOFGREN, R. G., 3382 Walnut St., Huntington Park, Calif.
LOGAN, H. F., 1325 S. 12th St., Manitowoc, Wis.
LOGAN, R. J., 5300 Parry Ave., Dallas, Tex.
LOMBARDO, N., 1415 W. Ohio St., Chicago, Ill.
LOUIS, D. J., 607 Harrisen St., Oakland, Calif.
LOYD, J. H., Rt. 77, Big Spring, Tex.
LOVE, H. M., 1117 S. 11th St., Gadsden, Ala.
LOVE, J. B., 210 N. 10th St., Quincy, Fla.
LOVELL, W. J.
LOWRY, H., 847 Blunston St., Columbia, Pa.
LUNDY, J. M., 426 Pine St., Pascagoula, Miss.
MACKIE, W. T., 602 Third Ave., W., Grand Rapids, Minn.
MACNEIL, A., Rt. 2, Box 793, Grants Pass, Ore.
MADDOX, F. E., Rt. 4, Albany, Ore.
MADEN, R. L., Rt. 4, Jonesboro, Tenn.
MAGEE, C. M., Railroad Ave., Box 305, Pt. Norris, N. J.
MAHLER, J. K., Rt. 5, Harrison, Ark.
MAINEZ, C. M., 329 San Eduardo Ave., San Antonio, Tex.
MANGUM, J. C., Magee, Miss
MARCACCIO, R. L., 1322 Erie Ave., Renovo, Pa.
MARSH, L. W., State Road, Westminster, Mass.
MARTENS, C. E., Ft. Bragg, Calif.
MARTIN, C. F., 8608 42nd Ave., So. Seattle, Wash.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

MARTINEZ, L. J., 3512 26th St., San Francisco, Calif.
MATHEW, L. A., 406 S. Genesee St., Morrison, Ill.
MATTHEWS, E. R., Ben Wheeler, Tex.
MATTICE, W. R. 1428 N. Central Ave., Knoxville, Tenn.
MAYEUX, L. H., Box 333, La Marque, Tex.
MAZEIKA, E. M., 3322 S. Union Ave., Chicago, Ill.
MAZETIER, T. D., 5729 N. Wilbur Ave., Portland, Ore.
McARTHUR, B., Jr., Rt. 2, Box 73, Bristow, Okla.
McBEE, L. V., Coy Ark.
McBRIDE, J. L., 517 S. Pruce St., Camden, N. J.
McCAIN, H. T., Dyes, Texas.
McCARTHY, J. J., 1620 Davis Ave. NS, Pittsburgh, Pa.
McCORMACK, W. F., 275 E. 237th St., Woodlawn, N. Y., N. Y.
McCOY, H. G., Box 165, Hiram, Ohio.
McCOY, S., 3 South St., South Charleston, W. Va.
McCULLOCH, H. D., Corsicana, Tex.
McCULLOUGH, R. C., Star Route, Wheelock, Tex.
McDANIEL, R. L., 1201 Dallam St., Dalhart, Tex.
McDANIEL, W., 1306 Tampa St., Tampa, Fla.
McFARLAND, B. J., 449 N. Cottage St., Salem, Ore.
McGARVEY, R. A., 320 Jefferson St., Jeffersonville Ind.
McKAY, G. F., Rt. 4, Box 270, Pt. Orchard, Wash.
McKELLEY, E. A., P. O. Box 152, Patagonia, Ariz.
McKENZIE, P. A., Box 85, Antlers, Okla.
McKINNEY, J. D., 720 N. Hobart Blvd., Los Angeles, Calif.
McLAUGHLIN, T. H., 1725 Almonaster Ave., New Orleans, La.
McNEALY, H. L., 2921 W. 61st St., Chicago, Ill.
McNEES, R. W., Carlton, Wash.
McPHEE, E. F. Colbert, Wash.
McSHERRY, M. B., 551 Kendall Ave., Los Angeles, Calif.
McWILLIAMS, A. P., 526 N. Avenue 53, Los Angeles, Calif.
MEAD, R. V., 3102 Fairmont Ave., Tucson, Ariz.
MEADOWS, N. J., 323 W. Jefferson St., Elkhorn, Wis.
MEGATULSKI, R. A., 623 Blackman St., Wilkes-Barre, Pa.
MEINHARD, W. J.
MERRILL, C. S., 43 Hilltop Drive, West Hartford, Conn.
MESSSINA, V. J., 388 Jersey St., Staten Island, New York, N. Y.
METCALFE, J. G., 1113 Ninth St., Santa Monica, Calif.
METZGER, R. B., 1010 S. W. Jackson St., Portland, Ore.
MEYER, J. R., Canly, Ore.
MEYERS, H. C., 3540 Benton St., Denver, Col.
MICKLE, T. A., No. 1 S. Harley Ave., Gloucester City, N. J.
MILLER, A. P., Box 673, Henderson, Nev.
MILLER, C. J., Menard, Tex.
MILLER, E. E., Meeker, Okla.
MILLER, E. W., 70 Kenwood Ave., Worcester, Mass.
MILLER, P. E., Rt. 2, Box 4-B, San Angelo, Tex.
MILLER, R. T., 732 N. Johnson, Amarillo, Tex.
MILLER, R. L., 1565 44th St., N.W., Washington, D. C.
MILLIGAN, A. N., Gen. Del., Stanley, N. M.
MITCHELL, W. E., 610 S. Main St., Santa Ana, Calif.
MOBERLY, H. J., 12603 Cometa, San Fernando, Calif.
MOLNAR, J., 24 George St., Aliquippa, Pa.
MONEY, I. E., Jr., 2708 Nora Ave., Spokane, Wash.
MONTAG, A. E., 1715 E. 71st, Chicago, Ill.
MONTGOMERY, W. D., Short St., Oakville, Conn.
MOON, B. H., Big Sandy, Tex.
MOORE, E. S., 910 Weiblen Place, New Orleans, La.
MOORE, G. R., 2114 N. W. 42nd St., Miami, Fla.
MOORE, I. E., Rt. 1, New England, W. Va.
MOORE, J. H., 323 Robison Courts, Texarkana, Tex.
MORELL, E. C., 5501 Carpenter Ave., N. Hollywood, Calif.
MORA, E. R., 425 N. Milpas St., Santa Barbara, Calif.
MORGAN, L. B., 14 Tyler St., San Angelo, Tex.
MORRIS, A., 2093 W. Seventh St., Cleveland, Ohio.
MORRIS, S. C., 2441 Little Park Rd., Houston, Tex.
MORRIS, V. E., Box 213, Davenport, Wash.
MORTON, D. G., Deary, Ida.
MOSIER, E. G., 4435 Bend Ave., Fresno, Calif.
MOTTER, O. N., 46 S. Ninth, Richmond, Ind.
MOTTO, T. R., 313 E. 38th St., New York, N. Y.
MOULTON, C. F., Rt. 1, Tunnell Hill, Ga.
MOVOLD, M., 319 Fourth St., S., St. Cloud, Minn.
NUNNELLY, L. J., 533 Elizabeth Ave., Elizabeth, N. J.
MURPHY, J. E., 525 Cherry St., Jacksonville, Tex.
MURPHY, W. J., 2700 S. MacArthur Blvd., Springfield, Ill.
MURRAY, G. H.
NASONE, G. H., 4520 Broadway, New York, N. Y.
NEAL, R. V., Rt. 2, Attica, Ind.
NEFF, H., Rt. 2, Box 365, Ontario, Ore.
NELSEN, J. H., 2297 Riverside Drive, Los Angeles, Calif.
NELSON, E. L., 1175 Minnesota Ave., San Jose, Calif.
NELSON, G. T., 72 McAdoo Ave., Jersey City, N. J.
NEUMAN, A. E., Greenville, Calif.
NEWMAN, S. T.
NICHOLS, H. L.
NICHOLS, T. J., 6217 Clamont, Ft. Worth, Tex.
NIELSEN, W. V., Valley, Neb.
NIXON, H. S., Pell City, Ala.
NOBLITT, L. E., Arlington, Tex.
NOLAN, E. P., Jr., 6 Rollins St., Concord, N. H.
NORMAN, C. L., 1211½ N. W. Fourth St., Oklahoma City, Okla.
NORMAN, G. L., Box 383, Sasakwa, Okla.
NORTON, J. F., St. Maries, Idaho.
OEHME, F. H., 62 Bussey St., E., Dedham, Mass.
OESTRIECH, C. H., 215 S. Alisos St., Santa Barbara, Calif.
OGLESBY, G. D., 328 Sisemore St., Bend, Ore.
O'HARRA, R. D., Osage City, Kan.
OLEJARZ, E. A., 101 West St., Chicopee, Mass.
OLIVER, W. H., Murfreesboro, Ark.
OLSON, P. W., Star Route, Marysville, Wash.
OWEN, G. L., 1501 Wood St., Texarkana, Tex.
PALMER, J. L., 319 Church St., Lorian, Ga.
PALMER, W. H., 122 W. Ave. 43, Los Angeles, Calif.
PANCHER, J. J., 1359 Sipan, Denver, Col.
PANNING, A. H., 1204 Detroit Ave., Napoleon, Ohio.
PARRISH, M. A., 424 Idaho Bldg., Boise, Idaho.
PARTON, E. W., Montezuma, Ind.
PATTON, R. P., 3005 Roanoke, Cleveland, Ohio.
PAULSEL, O. B., 3007 Homan Ave., Waco, Tex.
PAYNE, J. W., 445 S. 20th St., Terre Haute, Ind.
PECOT, D. A., 3425 Prytania St., New Orleans, La.
PEPPERMAN, E. F., Rt. 2, Box 44, Jersey Shore, Pa.
PERGL, W. L., 910 S. Claremont Ave., Chicago, Ill.
PERROTA, B. R., 329 Third St., Danboro, Pa.
PETER, T. F., Rt. 1, Box 39, Anaheim, Calif.
PETERSON, L. O., Box 19-A, Rt. 2, Huntsville, Ala.
PETERSON, M. W., Rt. 3, Spokane, Wash.
PETERS, M. J., 634 Seventh Ave., Durango, Col.
PFEIFER, H. R., Russellville, Ark.
PHELPS, D., 17 Shumway, Bauit, Minn.
PHILLIPS, C. L., 2116 Lothrop St., Omaha, Neb.
PHILLIPS, R. E., 910 Ken Wood Parkway, Minneapolis, Minn.
PHILLIPS, W. G., 5027 N. Regal St., Spokane, Wash.
PICKERMAN, R. A., 346 W. Delaware Ave., Toledo, Ohio.
PIATT, F. B., 1829 Lughom Ave., Los Angeles, Calif.
PIERCE, S. R., P. O. Box 47, Kelley, La.
PIERSON, F. H., 1523 E. 13th St., Spokane, Wash.
PINSKE, R. R., Plato, Minn.
PISCOR, J. J., 277 Dwight St., East Springfield, Mass.
PITTALUGA, A. W., 109-43 Sea Isle City, N. J.
PITTS, M. T., 2813 Avenue I, Fort Worth, Tex.
PIUME, E., 3421 Kelton Ave., Los Angeles, Calif.
PIVIDORI, L., Box 37, Kent, Pa.
POOLE, L. R., 956 Woodlawn Ave., Des Plaines, Ill.
PLEBUCH, R. L., 109 N. 10th St., Beatrice, Neb.
PLOTKIN, H. R., 62 Fairfield Beach, Fairfield, Conn.
PLOWMAN, E. W., 323 E. Main, Klamath Falls, Ore.
PLUMMER, W. L., 2405 Battery, Little Rock, Ark.
POOLE, S. D., 204 Ivy St., Nampa, Idaho.
PORZUCZEK, A. J., 331 Center St., Wilkes-Barre, Pa.
POSEY, S. B., Rt. 2, Vivian, La.
POULTON, M. E., 307 Bank of America Bldg., Beverly Hills, Calif.
POUND, H. H., 1220 Smithwood Drive, Los Angeles, Calif.
POWELL, J. H., 4706 Shadyside Avenue, Bradbury Heights, Md.
POWELL, L. F., Rt. 1, East New Castle, New Castle, Pa.
PREUIT, T. B., 824 N. W. Seventh Ave., Camas, Wash.
PRICE, J. W., Box 476, Erving, Tex.
PRICE, J. O., Metaline Falls, Wash.
PRICE, Shelton (n), Brazoria, Tex.
PRIMOSCH, C. J., 1428 E. 45th St., Cleveland, Ohio.
PROSSER, R. B., 257 S. Kenmore, Los Angeles, Calif.
PULLING, R. C., Highland Springs, Va.
QUICK, R. E., 338 S. Third St., Rockport, Ind.
RABER, J. J., Jr., 2224 E. Cumberland St., Philadelphia, Pa.
RACCUIA, B. A., 232 Hull St., Box 233, North Cohasset, Mass.
RAFFENSPERGER, J. W., 2138 32nd St., N.E., Washington, D. C.
RAGLAND, R. P., 2255 30th St., Santa Monica, Calif.
RAMOS, R., 2951-E Third St., Los Angeles, Calif.
READY, H. R., 420 Broad St., Clinton, Tenn.
REID, C. E., 3317 29th St., Port Arthur, Tex.
REYNOLDS, W. W., 209 Avant St., Clinton, Okla.
RHOADS, H. L., Box 22, Maupin, Ore.
RHODES, B. G., 5132 10th St., Port Arthur, Tex.
RHODES, M. A., 4726 Pine Ave., Hammond, Ind.
RICH, H. R., 2717 10th Ave., N. Billings, Mont.
RICHARD, D., Westlake, La.
RICHARD, R. H., 18 High St., Whitinsville, Mass.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

RILEY, F. L., Box 243, Boise, Idaho.
RINTOUL, T., 107 Brookridge Drive, Rochester, N. Y.
RIPPY, B. W., 2222 Avenue P, Gallatin, Tex.
RIZZO, N. J., 254 Franklin Ave., Brooklyn, N. Y.
ROACH, G. H., 911 N. L St., Tacoma, Wash.
ROBB, C. R., 819 Elberow Ave., Cincinnati, Ohio.
ROBERTS, J. H., 7 Forance Row, Marietta, Pa.
ROBINSON, E. J., 2829 Birchwood Ave., Bellingham, Wash.
RODAN, H. S., Jr., 224 W. Second St., Morristown, N. J.
RODDY, C. M., 215 W. Green St., Centralia, Ill.
ROFF, C. C., 329 W. Virginia, Floydada, Tex.
ROIZ, A., Rio Hondo, Tex.
ROSS, A. C., 4815 McKinney Ave., Dallas, Tex.
ROSS, A. D., Nowata, Okla.
ROSS, J. W., 1123 N. E. Alberta St., Portland, Ore.
RUBIN, S. R., 490 Bedford St., New Bedford, Mass.
RUECKERT, W. J. F.
RUGELEY, S. W., 2342 Addison Rd., Houston, Tex.
RUGGIERO, J., 90 Morris St., East Boston, Mass.
RUSSELL, F. E., 721 Walnut St., Apt. 10, Chattanooga, Tenn.
RUSSO, V. L., 142-18 61st Rd., Flushing, N. Y.
RUTH, T. H., 1001 N. New St., Bethlehem, Pa.
RYAN, J. B., 5354 Patterson, Chicago, Ill.
SALGADO, G. P., 204 E. 23rd St., Tucson, Ariz.
SALMON, W. E., 2440 N. Kedzie Ave., Chicago, Ill.
SAMMONS, L. L., 1737 Jackson Ave., New Orleans, La.
SANBORN, G. K., 3842 Elmwood Ct., Riverside, Calif.
SANCHEZ, A. L., 211 E. Nueva St., San Antonio, Tex.
SANDERS, J., Genesee, Idaho.
SARTWELL, R., Newport, N. H.
SAUNDERS, R. F., 1406 W. 15th St., Oklahoma City, Okla.
SAVAGE, C. A., 901 Kentucky St., New Orleans, La.
SAWICKI, E. M., 9319 St. Belobird, West Allis, Wis.
SCAGGS, A. D., 4201 W. Lake St., Chicago, Ill.
SCARBOROUGH, R. L., 1615 S. Crescent Heights Blvd., Los Angeles, Calif.
SCEPKOSKI, J. A., 98 Cenway St., Greenfield, Mass.
SCHAPER, C. H., 538 S. Summit Ave., Villa Park, Ill.
SCHMIDT, F. C., 874 Merchant Rd., Rochester, N. Y.
SCHMITT, E. E., 445 Jefferson St., Gary, Ind.
SCHNETTLER, L. J., 312 17th Ave., Lewiston, Idaho.
SCHUMANN, B. H., 930 N. Miami Ave., Sidney, Ohio.
SGORLON, A.
SCOTT, F. M., Rt., Epps, La.
SCOTT, H. A., 246 H St., Porterville, Calif.
SCOTT, J. H., Box 101, Superior, Mont.
SCHOLLJEGERDES, L. A., Medford, Minn.
SCHULER, C. W., 12281 Fuller Ave., Detroit, Mich.
SEAMAN, N. W., 1904 Gibbons St., Greenville, Tex.
SEARLES, R. F., Pine Island, Minn.
SEARLS, O., 1254 Kotenberg Ave., San Jose, Calif.
SEILER, L. L., 142 Estella S., Baldwin Park, Calif.
SELLERS, J. R., Quapaw, Okla.
SETTLE, A. R., 2925 Sunset, Corpus Christi, Tex.
SEXTON, G. A., 1414 N. Robinson, Oklahoma City, Okla.
SHADLER, R. A., 59 N. Berne St., Schuylkill Haven, Pa.
SHAFFER, F. T., 507 S. Second St., St. Clair, Pa.
SHANNON, B. J., 1227 Fidelity St., Reading, Pa.
SHARROCK, E. F., 713 W. Seventh St., Dallas, Tex.
SHARWATZ, J. A., 588 Sharpesville Ave., Sharon, Pa.
SHAVER, O. L., 1104 W. Mesa Ave., Pueblo, Col.
SHAW, H. C., Kentwood, La.
SHAW, L. J., 4056 McFarland St., New Orleans, La.
SHEARMAN, C. E., 290 N. Indiana Ave., Watertown, N. Y.
SHEFFIELD, H. S., 1442 Fifth Ave., Oakland, Calif.
SHEPARD, F. M., 1212 Berchmont Drive, Bemidji, Minn.
SHERADOWSKI, J., 320 14th St., Ambridge, Pa.
SHOCKLEY, M. D., Kingsport, Tenn.
SHOFNER, J. W., Jr., Tiptonville, Tenn.
SHORT, J. R.
SHROFF, R. L., 542 W. Oklahoma, Blackwell, Okla.
SIGNET, T. W., 2809 Highland Ave., McKeesport, Pa.
SILKWOOD, H. L., 1941 W. Willard St., Long Beach, Calif.
SILVERWOOD, H. J., 3820 W. 111th St., Inglewood, Calif.
SIMMONS, C. F., Cleveland, Tenn.
SINGLETON, E. L., Rt. 1, Donelson, Tenn.
SKODACEK, J., Jr., 2906 Overton St., Alexandria, La.
SLOSS, L. J., 2391 Wheeler St., Philadelphia, Pa.
SMEAD, R. L., 315 Campbell St., Jersey Shore, Pa.
SMITH, A. L., Kingman, Ariz.
SMITH, G. G.
SMITH, H. A., 2432 W. Ninth St., Los Angeles, Calif.
SMITH, H. R., 3895 Chaisar St., Beaumont, Tex.
SMITH, H. D., 164 Timar St., Buffalo, N. Y.
SMITH, J. F., 3883 E. 177th St., Cleveland, Ohio.
SMITH, J. G., 2753 Prewett St., Los Angeles, Calif.
SMITH, W. G., 305 W. State St., Rellards, Calif.
SMITH, W. W., 202 Enfrild R., Baltimore, Md.
SNYDER, J. L., RFD, Box 294, Du Bois, Pa.
SNYDER, R. A., 225 W. Linwood Ave., Maple Shade, N. J.
SOLAK, S. J., 2137 McLean St., Chicago, Ill.
SPANO, L. J., 1027 S. Marengo Ave., Alhambra, Calif.
SPEARS, R. E., English, Ind.
SPENCER, C. H., Box 1261, Breckenridge, Tex.
SPRECKLEY, F. S., 3312 N. 17th St., Philadelphia, Pa.
SPROULE, L. B., 6444 La Riba Way, Los Angeles, Calif.
SPURGEON, A. H., Rt. 1, Ringgold, Ga.
STACKHOUSE, J. W., Mullins, S. C.
STARK, R. C., 5376 N. Tentonia Ave., Milwaukee, Wis.
STEEL, E. T., 2314 Hughitt Ave., Superior, Wis.
STEEN, R. L., 810 W. High, Jefferson City, Mo.
STEFANOWITZ, O. A., 6939 N, Portland, Ore.
STEIGLER, L., 367 Liberty St., San Francisco, Calif.
STEVENS, M. N., Jr., 5608 W. Wellington Ave., Chicago, Ill.
STEVENS, P. G., Jr., 113 Grapevine, Lake Jackson, Tex.
STEWART, B. A.
STICKA, A. J., Box 96, Waite Park, Minn.
STINCHCOMBE, S. W., 57 Morgan Ave., Montgomery, Ala.
STIRMAN, F. L., 102 S. Prince St., Clovis, N. Mex.
STOCK, H. G., Gig Harbor, Wash.
STOLTZ, O. J., Spangler, Pa.
STONE, C., Jr., 1711 Electric Ave., Nashville, Tenn.
STORCH, J. E., 5726 Townsend, Detroit, Mich.
STOUT, J. M., 519 N. Roan St., Elizabethton, Tenn.
STOUT, J. F. Handley, Tex.
STRAYER, S., 825 E. Grayson St., San Antonio, Tex.
STRONG, K. J., 4912 Ledge Ave., North Hollywood, Calif.
SUMNER, M. G., 551 Kendall Ave., Los Angeles, Calif.
SUTER, K. E., 615 Harbor St., Houston, Tex.
SWEENEY, G. G., 1911 Alby St., Alton, Ill.
SWINEFORD, R. P., 1302 Grove Ave., Richmond, Va.
SWINNEY, F., 303 W. Walnut St., Bloomfield, Iowa.
TAMACCIO, R. A., 5674 Lebanon Ave., Philadelphia, Pa.
TAPP, W. D., 800 Webster St., Corinth, Miss.
TARNOFSKY, W. M., 300 S. Clarence St., Los Angeles, Calif.
TEMES, J. C., Rt. 1, Columbia, Tenn.
TERHUNE, L. S., 403 S. School St., Fayetteville, Ark.
TERRELL, H., Rt. 2, Trussville, Ala.
TERRY, C. O., 856 Freeman Ave., Hawthorne, Calif.
TESSIER, R. L., Texon, Tex.
THATCHER, W. A., RFD, Box 182, Belmar, N. J.
THOMAS, E. A., Rt. 4, Alma, Ga.
THOMAS, W. N., 18 Statford Rd., Scarsdale, N. Y.
THOMPSON, J. R., 2932 Burton St., Fort Worth, Tex.
THOMSHA, L. J., Box 77, Valley, Wash.
THOMPSON, A. A., Prague, Okla.
TOKARZ, N., 2657 W. Hirsth St., Chicago, Ill.
TOLES, J. E., 41 E. Burdich St., Oxford, Mich.
TOPHAM, K. N., Red Cloud, Neb.
TRAVIS, L. R., 1610 Division St., Klamath Falls, Ore.
TRIPP, J. C., Grandville, Mich.
TRUSHEL, W. C., 1096 Fifth St., Beaver, Pa.
TUDOR, W. M., Jr., 2634 S. Barnnock St., Denver, Col.
TURNER, J. D., Rt. 1, Box 527, Fort Smith, Ark.
TUTTLE, B. H., 2301 Delta Ave., Long Beach, Calif.
ULANDER, H. M., West Side, West Newton, Pa.
ULLOM, J. W., 110 Hillsdale Ave., Rossford, Ohio.
UNDERWOOD, W. N., Rt. 4, Paris, Tenn.
UPCHURCH, J. A., Patagonia, Ariz.
URBAN, A. J., 149 W. 91st St., Los Angeles, Calif.
UTLEY, E. D., Chickalah, Ark.
VALOV, F. A., 3300 Opal St., Los Angeles, Calif.
VANCE, A. A., 1010 Buchanan St., Bryan, Tex.
VAN HESS, M. J., 1167 8th St., West Salem, Ore.
VANKIRK, R. M., Rt. 1, Box 12, Lebanon, Ore.
VANN, R. M., 121 N. P St., Muskogee, Okla.
VAN THUYNE, R. E., Rt. 1, Sellersville, Pa.
VAN WINKLE, L. E., Rt., Mt. Gilead, Ohio.
VARNADO, O. L., Rt. 1, Bastrop, La.
VEAL, C. H., S. E. Mitchell St., Portland, Ore.
VELASQUEZ, M., 505 N. Velasco, Houston, Tex.
VICK, V. R., 314 S. Haven, Spokane, Wash.
VICKERS, W. E., 426 Kress St., Houston, Tex.
VINSON, R. E., Langdale, Ala.
VITOUS, A. F., 16533 Ventura Blvd., Encino, Calif.
WADIKA, J., 522 Meadow Ave., Scranton, Pa.
WAGNER, J. D., 209 N. Stacey, Miles City, Mont.
WALLACE, R. L., Rector, Mo.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

WALES, E. F., P 22 S. Main St., Columbia, Tenn.
WALKER, P. S., Mt. Pleasant, Ark.
WALLING, J. D., 715 W. Seventh St., Freeport, Tex.
WALSH, H. G., 3818 Avenue Q, Galveston, Tex.
WALTRIP, L. H., 1006 S. Fourth St., Lamesa, Tex.
WARD, G. H., 16 E. Seventh St., Tallamook, Ore.
WARD, C. L., Bagota, Tex.
WARD, H. F., Box 45, Dandridge, Tenn.
WARING, W. E., 3 County St., Peabody, Mass.
WASSERMAN, A. E., Box 288, Cuero, Tex.
WATSON, F., Sunny Hill, La.
WATSON, J. V., 145 S. Hamilton Ave., Greenburg, Pa.
WATSON, S. M., Ocoee, Fla.
WEAVER, H. E., 2606 46th Ave., San Francisco, Calif.
WEAVER, R. A., Dallas, Tex.
WEBB, C. E., 214 E. Pembroke St., Tuscola, Ill.
WEBB, F. S., Forsyth, Mont.
WEBER, A. J., 1106 E. Washington St., Lombard, Ill.
WEESE, J. E., Cowen, W. Va.
WEILBRENNER, P. C., 9 Barnestaple Rd., East Rockaway, L. I., N. Y.
WELLS, L. D., Rt. 1, Box 86, Zephyrhills, Fla.
WESTERKAM, A. F., Jr., 3280 Cedar St., Philadelphia, Pa.
WHALEN, L. M., 4639 Smith Rd., Norwood, Ohio.
WHEELER, R. V., Rt. 8, Box 109-B, Jacksonville, Fla.
WHEELOCK, J. W., 15 Putnam St., Salem, Mass.
WHITELEY, S. N., Jr., Box 143, Florence, Tex.
WHITLOW, C. S.
WHITNEY, D. W., 4612 Wornall Rd., Kansas City, Mo.
WIGHAM, H. L., Rt. 1, Duncan, Okla.
WILKERSON, C. O., 1118 E. 12th St., Jacksonville, Fla.
WILKINSON, H. F., 1529 33rd Ave., S., Seattle, Wash.
WILLIAMS, A. J., Box 756, Uvalde, Tex.
WILLIAMS, E. L., 3529 N. E. Fremont St., Portland, Ore.
WILLIAMS, R. O., 2512 N. Cincinnati, Tulsa, Okla.
WILLIAMS, T. L., 629 Belmont Ave., Los Angeles, Calif.
WILROY, J. B., Huntington, Tex.
WINCHESTER, E. L., 5649 Muller Bell Gardens, Calif.
WINGER, R. N.
WINKLER, L. P., 6807 Morgan Ave., South Minneapolis, Minn.
WINNICK, E., 125 Hurlburt St., New Haven, Conn.
WITTEN, R. H., Loutar, Iowa.
WOFFORD, V. U., 1602 Mineral Ave., Gadsden, Ala.
WOLCOTT, S. B., Rt. 7, Box 67, Salem, Ore.
WOMACK, B., Rt. 1, Box 155, Crows Landing, Calif.
WOOD, F. E., 19 Boenau St., Albany, N. Y.
WOOD, L. A., Star Route B, Hominy, Okla.
WOODS, J. H., 2610 Atlantic Ave., Atlantic City, N. J.
WOODS, R. L., Box 135, Lomax, Ill.
WOODSON, F. H., 510 Grand Ave., Abilene, Tex.
WOOLMAN, B. D., RFD, Green St., Beverly, N. J.
WRENCH, W. E., 119 Forest St., Wellington, Ohio.
WRIGHT, B. W., 718 N. Lime, Campton, Calif.
WRIGHT, C. K., Grandview, Mo.
WRIGHT, G. F., 1246 Bush St., San Francisco, Calif.
WYMORE, R. C., (Deceased), 1127 Roosevelt St., Ames, Iowa.
YEAGER, R. L., 19 M St. Marys St., St. Marys, Pa.
YERNIPICUT, P. R.
YOUNG, H. W., 817 Travis, Fort Worth, Tex.
ZABINSKI, S. A., 227 Elm St., E., Vandergrift, Pa.
ZIEGLER, B. H., 2707 S. Harwood St., Dallas, Tex.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

STATE

Alabama 19
Arizona 8
Arkansas 15
California 122
Colorado 10
Connecticut 8
Delaware 1
Florida 24
Georgia 12
Idaho 8
Illinois 47
Indiana 31
Iowa 12
Kansas 9
Kentucky 6
Louisiana 26
Maine 11
Maryland 8
Massachusetts 44
Michigan 14
Missouri 17
Minnesota 27
Mississippi 8
Montana 8
Nebraska 10

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

We did Digitized by Google

Original from UNIVERSITY OF MICHIGAN

We dic

REPRESENTATION

Nevada	2
New Hampshire	11
New Jersey	44
New Mexico	8
New York	69
North Carolina	6
North Dakota	1
Ohio	45
Oklahoma	50
Oregon	39
Pennsylvania	99
Rhode Island	6
South Carolina	4
South Dakota	1
Tennessee	19
Texas	113
Utah	1
Vermont	0
Virginia	12
Washington	32
West Virginia	9
Wisconsin	20
Wyoming	0
*Washington, D. C.	3
*Australia	1

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google
Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google



Digitized by Google
Digitized by UNIVERSITY OF MICHIGAN
Public Domain. Google-digitized / http://www.hathitrust.org/access_use#pd-google



UNIVERSITY OF MICHIGAN
3 9015 03979 3495

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN
Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google